



**TOWN OF MANSFIELD  
TOWN COUNCIL MEETING  
January 25, 2016  
COUNCIL CHAMBERS  
AUDREY P. BECK MUNICIPAL BUILDING  
7:00 p.m.  
AGENDA**

	Page
CALL TO ORDER	
ROLL CALL	
APPROVAL OF MINUTES.....	1
PUBLIC HEARING	
1. Proposed Ordinance Regarding Town Square (Item #3, 01-11-16 Agenda) .....	11
OPPORTUNITY FOR PUBLIC TO ADDRESS THE COUNCIL	
REPORT OF THE TOWN MANAGER	
REPORTS AND COMMENTS OF COUNCIL MEMBERS	
OLD BUSINESS	
2. Proposed Ordinance Regarding Town Square (Item #3, 01-11-16 Agenda) .....	13
NEW BUSINESS	
3. Ravine Road (Unimproved Portion) .....	19
4. Tax Appeal Pre-trial Settlements (Parcel ID's 38.105.1 + 12.51.2) .....	31
5. Northeast Corridor Future Draft Environmental Impact Statement .....	47
6. Presidents' Day Ceremonial Presentation Planning Subcommittee.....	77
REPORTS OF COUNCIL COMMITTEES .....	79
DEPARTMENTAL AND ADVISORY COMMITTEE REPORTS	
PETITIONS, REQUESTS AND COMMUNICATIONS	
7. Letters Re: Ravine Road .....	81
8. C. Naumec (01/07/16).....	95
9. N. Stevens (01/11/16).....	97
FUTURE AGENDAS	
EXECUTIVE SESSION	
10. Strategy and Negotiations with Respect to Pending Claims or Litigation, in accordance with CGS §1-200(6)(B)	
11. Personnel in accordance with CGS §1-200(6)(a), Town Manager Employment Agreement	

# ADJOURNMENT

REGULAR MEETING – MANSFIELD TOWN COUNCIL

January 11, 2016

DRAFT

Mayor Paul M. Shapiro called the regular meeting of the Mansfield Town Council to order at 7:00 p.m. in the Council Chamber of the Audrey P. Beck Building.

I. ROLL CALL

Present: Kegler, Kochenburger, Marcellino, Moran, Raymond, Ryan, Sargent, Shapiro  
Excused: Shaiken

II. APPROVAL OF MINUTES

Mr. Marcellino moved and Ms. Raymond seconded to approve the minutes of the December 14, 2015 meeting as corrected. The motion passed with all in favor except Mr. Kochenburger who abstained.

III. OPPORTUNITY FOR PUBLIC TO ADDRESS THE COUNCIL

Charles Naumec, Riverside Road, spoke to the lack of Town Council action regarding changes to the PILOT formulae; on campus students voting on financial issues; Town Council members' adherence to the Ethics Code; and inclusion of his letters to the Secretary of the State as Council communications. (Submitted letter to the Secretary of the State will be included as a communication in the January 25, 2016 packet.)

Betty Wassmundt, Old Turnpike Road, expressed concern regarding the proposed local conservation fund and asked for additional information on the EB-5 program. (Statement attached).

David Freudmann, Eastwood Road, requested information on the net income realized by the parking garage and objected to consideration of a local conservation fund.

Theodore Panagopoulos of Manchester Connecticut and owner of properties in Mansfield requested additional discussions on the rental property parking plan and asked why in two of his rental properties four unrelated tenants may reside but only three unrelated persons are allowed in his most recent rental unit.

Michael Soares, Mansfield resident and member of the Conservation Commission, the Open Space Preservation Committee and the Water Advisory Board, reported that the Open Space Preservation Committee is in favor of the enabling legislation which would allow towns to impose a surcharge on land transfers to create a local conservation fund.

Jim Morrow, Hank Hill Road resident and Chair of the Open Space Preservation Committee, spoke of the Committee's support for the enabling legislation creating a local conservation fund noting that it will be up to each Town to decide whether or not to participate. (Statement attached)

Darby Pollansky of Coventry, Connecticut and owner of Pollansky Construction spoke to her company's work as a subcontractor for the Mansfield Community Playground and the steps they are taking because of nonpayment by the contractor. (Statement attached)

IV. REPORT OF THE TOWN MANAGER

In addition to his written report the Town Manager offered the following comments:

January 11, 2016

- Concerns regarding handicapped parking at the Mansfield Community Center have been referred to the Traffic Authority
- Staff has reported that the parking citation issued to Mr. Panagopoulos's rental property was properly applied. The Ad hoc Committee on Rental Regulations and Enforcement will be reviewing all ordinances. Mr. Hart also explained that the Planning and Zoning Commission revised their occupancy regulations which grandfathered in older properties at the previous occupancy rates.
- The disagreement raised by Ms. Pollansky is between the contractor and subcontractor.
- Mr. Naumec's concerns will be addressed at the January 25, 2016 meeting. Mr. Kochenburger requested that in addition to state statutes, the state and federal constitutional provisions also be included in the discussion.

Ms. Moran moved and Mr. Ryan seconded to add discussion of the Budget Retreat as the first order of business in old business.

The motion passed unanimously.

#### V. REPORTS AND COMMENTS OF COUNCIL MEMBERS

No comments offered.

#### VI. OLD BUSINESS

##### 1. Budget Retreat

Ms. Moran moved and Mr. Ryan seconded to change the date of the Budget Retreat to February 6, 2016.

Motion passed unanimously.

##### 2. Proposed Amendments to Ordinance Regarding Alcoholic Beverages

Mr. Kochenburger moved and Ms. Moran seconded, to approve the attached proposed amendments to the Ordinance Regarding Alcoholic Beverages, Chapter 101, Section 101-5, which amendments shall be effective 21 days after publication in a newspaper having circulation within the Town of Mansfield.

Mr. Ryan moved and Ms. Moran seconded to add "...and the Mansfield Community Center..." to Section 101-5(B) (2) following "...and the Mansfield Public Library..." and to add "... and the Mansfield Community Center located at 10 South Eagleville Road, Mansfield, Connecticut 06268..." to Section 101-5(B) (1) following "...the campus of the Mansfield Public Library located at 54 Warrenville Road, Mansfield Center, Connecticut 06250..."

The motion to amend passed unanimously.

Mr. Kochenburger, in a friendly amendment asked that the newly added "and" be changed to "or". Both Mr. Ryan and Ms. Moran agreed with the change.

Ms. Raymond offered a technical amendment to Section 101-5(B) (2) changing "...it if..." to "...if it..." Members agreed to this technical change.

Mr. Sargent moved and Mr. Kegler seconded to include private functions by changing the wording in Section 101-5(B) (1) to read, "...any public or private function, public or private festival or public or private celebration..." and to remove "...whether the event is open to the public..." from Section 101(B) (2).

The motion to amend passed with Kegler, Kochenburger, Marcellino, Moran, Raymond, Sargent in favor and Ryan and Shapiro in opposition.

January 11, 2016



The original motion as amended twice passed unanimously.

3. Proposed Ordinance Regarding Dog Waste Control

Ms. Moran moved and Mr. Ryan seconded, to approve the proposed Ordinance Regarding Dog Waste Control, Chapter 102, Sections 102-13 et seq, which is attached to this agenda, said ordinance shall be effective 21 days after publication in a newspaper having circulation within the Town of Mansfield.

Ms. Moran clarified that her motion includes the alternate definition of Public Property which reads, "PUBLIC PROPERTY (alternate): shall mean public areas in the Storrs Center Special Design District, and sidewalks, recreation fields, playing field, school grounds and playgrounds owned, leased or maintained by the Town."

To be consistent, Ms. Raymond suggested a technical correction to the first line in Section 102-16 which would change the wording to, "If any dog shall defecate on Public Property, the..." Ms. Raymond's suggestion was accepted.

The motion, as clarified, passed with Kochenburger, Marcellino, Moran, Ryan, and Shapiro in favor and Kegler, Raymond, and Sargent in opposition.

VII. NEW BUSINESS

4. Proposed Ordinance Regarding Town Square

Mr. Kochenburger moved and Mr. Sargent seconded to schedule a public hearing for 7:30 p.m. at the Town Council's regular meeting on January 25, 2016, to solicit public comment regarding the proposed Ordinance Regarding the Mansfield Town Square.

Motion passed unanimously.

5. Proposed Enabling Legislation for a Municipal Option to Create a Local Conservation Fund

Mr. Marcellino moved and Ms. Moran seconded to send the proposed enabling legislation establishing a municipal option to create a local conservation fund to the Agriculture Committee, Conservation Commission, Economic Development Commission, Parks Advisory Committee and Sustainability Committee for review and comment.

The Town Manager reported that the request to consider supporting this legislation was made by the Open Space Preservation Committee.

Members discussed the role of advisory committees, the best way to fund open space, the possible effect on the housing market and new residents, and the fact that an affirmative vote on the motion does not obligate the Town to enact any subsequent legislation.

The motion passed with Kochenburger, Marcellino, Moran, Ryan, and Shapiro in favor and Kegler, Raymond, and Sargent in opposition.

6. Comprehensive Annual Financial Report

Mr. Ryan, Chair of the Finance Committee, moved, effective January 11, 2016, to accept the Comprehensive Annual Financial Report and State and Federal Single Audit Reports for the year ended June 30, 2015, as endorsed by the Finance Committee.

January 11, 2016

Motion passed unanimously.

7. Proposed Fiscal Year 15/16 Salary Transfers

Mr. Ryan, Chair of the Finance Committee, moved, effective January 11, 2016, to approve the Salary Transfers for FY 2015/16, as presented by the Director of Finance in her correspondence dated January 5, 2016.

Motion passed unanimously.

8. 2015 Assistance to Firefighters Grant Application

Mr. Sargent moved and Mr. Kegler seconded, to authorize Town Manager Matthew W. Hart to execute and to submit the proposed Fiscal Year 2015 Assistance to Firefighters Grant application, seeking \$283,548.00 for the complete replacement of its Self-Contained Breathing Apparatus (SCBA) inventory. Upon submission, such application will be attached to and made a part of this record.

Motion passed unanimously.

VIII. REPORTS OF COUNCIL COMMITTEES

Mr. Ryan, Chair of the Finance Committee reported that the Town received an "unmodified" report from the auditors with no recommended changes and that the fund balance has increased from 7.3% to 8%. The Finance Committee is expected to review the final versions of the fraud prevention and whistleblowers policies at their next meeting.

IX. DEPARTMENTAL AND COMMITTEE REPORTS

No comments offered.

X. PETITIONS, REQUESTS AND COMMUNICATIONS

9. Q. Kessel (12/14/15)

10. Mansfield Advocates for Children: Letter to CT Department of Transportation

11. November 9, 2015 Organizational Meeting of the Mansfield Town Council

12. M. Hart re: Agreement between Region 19 Board of Education and Region 19 Administrator's Association

13. L. Painter re: Director's Report – Mr. Hart commented on potential rail service through Mansfield noting that the PZC will be reviewing the proposal and will most probably ask the Council to co endorse a letter in response to the Northeast Corridor Tier 1 Draft Environmental Impact Statement.

14. Connecticut Conference of Municipalities re: Estimated Reductions in FY 16 Municipal Aid

15. CRCOG re: Benefits of CRCOG Membership

16. Connecticut Water re: Water Main Installation

17. Notice of Interstate Reliability Project Completion

18. The Mansfield Minute – January 2016

19. Mansfield Apts. are CT's latest EB-5 project

XI. FUTURE AGENDAS

No items offered.

January 11, 2016

XII. ADJOURNMENT

Mr. Ryan moved and Ms. Raymond seconded to adjourn the meeting at 8:40 p.m.  
Motion passed by all.

Paul M. Shapiro, Mayor

Mary Stanton, Town Clerk

January 11, 2016

Jan. 11, 2016

To: Town Council

From: Betty Wassmundt

Regarding Hart's proposed local conservation fund:

Please just dispose of this idea immediately. Connecticut has enough taxes and the public has always granted this town the right to bond for open space. Have pity on the poor CT taxpayers.

But, should you support this initiative and should such legislation pass, I expect I can predict what will happen in Mansfield. Remember what happened with the well thought out Housing/Rental Inspection ordinance —whatever you call that ordinance, it took but a few days for someone to find a means by which to foil it. Then the ordinance had to be reworked. This was after the Town Manager, also a credentialed attorney, had reviewed the document and, the then political appointee town attorney had reviewed the ordinance and, the Building Director had been given an \$8,000 increase in salary, not a one time \$8,000 bonus but a continuing \$8,000 per year payment, for doing such a good job. I recall the former Mayor saying, "Why who would think of such a thing?" My response to that was "DUHHHHHH"; it was obvious but not to all the professionals who reviewed the ordinance.

I expect the same thing would happen in this situation. Tell you what I'd do. Let's assume I sell my property for \$450,000, just an easy number to work with, I would sell my house and an appropriate lot for \$150,000; then I'd divide the balance of the land into two parcels and sell each for \$150,000 to the same person and pay no tax and there's nothing you could do about it.

I discussed this proposal with an acquaintance of mine and he suggested some new names for Mansfield. I'm sure you know that Connecticut is commonly called Corrupticut. He suggested we call Mansfield:

Mansfleece, or possibly  
Mansfools, or possibly  
Mulctfield.

We both decided Mulctfield the most appropriate, that is, after I got out the dictionary. Mulct means to deprive as by deceit or, to punish by imposing a fine.

Lastly, I call your attention to pages 145 and 146 in your packet about an EB-5 program for Mansfield. It would be nice to have town management provide information about this EB-5 program. For example, is this program appropriate for Mansfield, that is, what are the requirements for this program? What has been the experience where this program has been used? Is town involvement required?

Thank you and Good Evening, Mulctfield council.

Jim Morrow chair open space committee.

I would like to reinforce the Open Space Committee's support of the request to the General Assembly to pass *Enabling Legislation for a Municipal Option to Create a Local Conservation Fund* which is new business item 4 on today's agenda. This is enabling legislation so municipalities may have a charge on real estate transactions to help with an open space programs.

It is important to keep in mind this is enabling legislation not a mandate. It will be up to every municipality to balance the change in real estate closing cost with the improvement in quality of life from preserving the natural environment in a community.

We in Mansfield benefit from a history of strong tax payer support for our Open Space program. However many municipalities struggle to support open space and recreation lands. The General Assemblies passing of this act would allow the consideration of another method of funding. This does not mean a fee on real estate transaction is appropriate for all municipalities, but just another option.

Thank You

# POLLANSKY CONSTRUCTION, LLC

92 ROSS AVENUE

COVENTRY, CT 06238

(860)742-9334

[pollanskyconstruction@gmail.com](mailto:pollanskyconstruction@gmail.com)

January 11, 2016

## Hand Delivered

Matthew W. Hart, Town Manager

Mansfield Town Council

Audrey P. Beck Building

Four South Eagleville Road

Mansfield, CT 06268

RE: Unpaid Subcontractor/Mechanics Lien – Mansfield Community Playground

Dear Matthew and Council Members,

I am writing to you as the owner and member of Pollansky Construction, LLC. I spoke in front of the Council back in October of 2015 as a courtesy to inform the Council of the position my company had been put in with regards to the Mansfield Community Playground. I regret to say that my company has not received a dime of payment as of today. Despite the fact that my company, as the sub-contractor, financed all of our work involved in the project from its beginning and completed what was our responsibility and what had asked of us by Town Staff, we have been a victim of non-payment and are being forced to pursue

Page 2 of 2

January 11, 2016

Matthew Hart/Town Council

Legal action on the Mechanics Lien filed with the Town of Mansfield back on October 30, 2015.

In addition, upon reviewing the Contract between the Town and the Contractor who signed, it is obvious that several requirements have not been enforced by the Town nor fulfilled by the Contractor. This Contractor was paid by the Town for doing none of the excavation work. This Contractor was also paid for extra work above and beyond said Contract that my company did. More importantly is the fact that this job is a Prevailing Wage job and nothing was provided in reference to this by the Contractor or required by the Town.

Therefore, since the Contractor has refused to pay our bill, we are forced to continue forward with the legal action necessary. Thank you for your time and attention to this matter.

Respectfully,

A handwritten signature in cursive script, appearing to read "Darby Pollansky".

Darby Pollansky, owner/member Pollansky Construction, LLC

PAGE  
BREAK



PUBLIC HEARING  
TOWN OF MANSFIELD  
January 25, 2016

The Mansfield Town Council will hold a public hearing at 7:00 PM at their regular meeting on January 25, 2016 to solicit public comments regarding the proposed Ordinance Regarding the Mansfield Town Square.

At this hearing persons may address the Town Council and written communications may be received. Information regarding the ordinances is on file and available at the Town Clerk's office: 4 South Eagleville Road, Mansfield and is posted on the Town's website ([mansfieldct.gov](http://mansfieldct.gov)).

Dated at Mansfield, Connecticut this 13th day of January 2016.

Mary Stanton, Town Clerk

PAGE  
BREAK



**Town of Mansfield  
Agenda Item Summary**

**To:** Town Council  
**From:** Matt Hart, Town Manager *MWH*  
**CC:** Maria Capriola, Assistant Town Manager; Cynthia van Zelm,  
Executive Director of the Mansfield Downtown Partnership, Inc.;  
Kevin Deneen, Town Attorney  
**Date:** January 25, 2016  
**Re:** Proposed Ordinance Regarding the Mansfield Town Square

---

**Subject Matter/Background**

At Monday's meeting, the Town Council will conduct a public hearing regarding the Proposed Ordinance Regarding the Mansfield Town Square. This item has been placed on the Council's agenda as old business to allow the Council to debrief the public hearing.

As you will recall, the purpose of the ordinance is to provide guidance to those wishing to use the Town Square, as well as the means to protect and enhance this valuable public resource. To implement the provisions of the ordinance, staff has developed more specific policies and procedures to be reviewed by the Town Council's Ordinance Development and Review Subcommittee and submitted to the full Council for approval.

At its meeting on December 21, 2015, the ordinance subcommittee revised the draft initially presented to the Council this past October to specifically reference the rights secured in the First Amendment and the Connecticut Constitution, and to clarify responsibilities for adopting procedures for the use of the square.

**Legal Review**

The Town Attorney has reviewed and approved the form of the proposed ordinance.

**Recommendation**

Rule 6(d) of the Council Rules of Procedure provides that the Town Council may not amend, adopt or reject a proposed ordinance on the day the first public hearing is convened. The Council may suspend the rule by a majority vote.

Unless the public hearing raises any additional issues that we have not considered, or if the Town Council wishes to make further revisions, staff recommends that the Council adopt the Proposed Ordinance Regarding the Mansfield Town Square.

If the Town Council supports this recommendation, the following motion is in order:

*Move, effective January 25, 2016, to adopt the Proposed Ordinance Regarding the Mansfield Town Square, which Ordinance shall be effective 21 days after publication in a newspaper having circulation within the Town of Mansfield.*

**Attachments**

- 1) Proposed Ordinance Regarding the Mansfield Town Square (redline)
- 2) Proposed Ordinance Regarding the Mansfield Town Square (clean copy)



**Town of Mansfield  
Code of Ordinances**  
"Ordinance Regarding the Mansfield Town Square"  
*January 11, 2016 Draft*

**Chapter 138. [New] Mansfield Town Square**

**Section 138-1. Title.**

This Chapter shall be known and may be cited as "The Mansfield Town Square Ordinance."

**Section 138-2. Legislative Authority.**

This Article is enacted pursuant to the provisions of Sections 7-148, 8-188 and 7-152c of the Connecticut General Statutes.

**Section 138-3. Purpose.**

The Mansfield Town Square is intended to be a public forum in which the rights secured in the First Amendment and Connecticut Constitution ~~Constitutional First Amendment Rights are fully protected-respected.~~

The Mansfield Town Council recognizes that as intended the Mansfield Town Square is a very valuable public and private resource. The Council is committed to maximizing the appropriate use of the Mansfield Town Square as a focal point of community activity in the best interests of the residents of the Town. The Town of Mansfield, acting through its Town Council, may enter into an operations agreement with a private entity to manage, operate, oversee, and develop policies and procedures that will ensure the best use of the Mansfield Town Square and Storrs Center as a social as well as an economic resource for all of the people of Mansfield, within the limits of public safety.

**Section 138-4. Mansfield Town Square Defined.**

The Town Square consists of the Mansfield Town Square and adjacent sidewalks bordering Dog Lane, Storrs Road, Royce Circle, and Bolton Road Extension.

**Section 138-5. Compliance with Ordinances, Policies and Procedures Required.**

All persons using land and facilities situated within the Mansfield Town Square shall comply with all ordinances, policies and procedures adopted and/or enacted by the Town ~~or by such private entity as may be designated by the Town Council.~~ Said ordinances, policies and procedures shall be enforced by the police and by other agents, officials and employees of the Town of Mansfield designated in writing by the Town Manager. Violation of any such regulation may result in the issuance of a citation carrying a fine as set forth in the regulations which if not paid within ten days of issuance shall be doubled. Fines may be enforced and collected by way of Chapter 129 of the Code of the Town of Mansfield.

The use of tobacco products, including lit cigarettes, cigars, pipes and the use of other tobacco

products is prohibited within the Town Square.

**Section 138-6. Adoption of Policies and Procedures.**

Pursuant to this Chapter, Town Council may develop and enact ~~by way of its legally authorized process for promulgating ordinances, policies and procedures, including delegating such authority as it deems advisable to the Town Manager,~~ such ordinances, policies and procedures as may be necessary to ensure the fair, equitable, safe, orderly and frequent use of the Town Square and public places situated in the Mansfield Town Square for the entertainment and enjoyment of the public ~~so as to maximize the economic and recreational potential of the Mansfield Town Square.~~ If the Town of Mansfield enters into any operations agreement with another party, said party is authorized to recommend implementing policies and procedures for the use of the Town Square.



**Town of Mansfield  
Code of Ordinances**  
"Ordinance Regarding the Mansfield Town Square"  
*January 11, 2016 Draft*

**Chapter 138. [New] Mansfield Town Square**

**Section 138-1. Title.**

This Chapter shall be known and may be cited as "The Mansfield Town Square Ordinance."

**Section 138-2. Legislative Authority.**

This Article is enacted pursuant to the provisions of Sections 7-148, 8-188 and 7-152c of the Connecticut General Statutes.

**Section 138-3. Purpose.**

The Mansfield Town Square is intended to be a public forum in which the rights secured in the First Amendment and Connecticut Constitution are fully protected.

The Mansfield Town Council recognizes that as intended the Mansfield Town Square is a very valuable public resource. The Council is committed to maximizing the appropriate use of the Mansfield Town Square as a focal point of community activity in the best interests of the residents of the Town. The Town of Mansfield, acting through its Town Council, may enter into an operations agreement with a private entity to manage, operate, oversee, and develop procedures that will ensure the best use of the Mansfield Town Square and Storrs Center for all of the people of Mansfield, within the limits of public safety.

**Section 138-4. Mansfield Town Square Defined.**

The Town Square consists of the Mansfield Town Square and adjacent sidewalks bordering Dog Lane, Storrs Road, Royce Circle, and Bolton Road Extension.

**Section 138-5. Compliance with Ordinances, Policies and Procedures Required.**

All persons using land and facilities situated within the Mansfield Town Square shall comply with all ordinances, policies and procedures adopted and/or enacted by the Town. Said ordinances, policies and procedures shall be enforced by the police and by other agents, officials and employees of the Town of Mansfield designated in writing by the Town Manager. Violation of any such regulation may result in the issuance of a citation carrying a fine as set forth in the regulations which if not paid within ten days of issuance shall be doubled. Fines may be enforced and collected by way of Chapter 129 of the Code of the Town of Mansfield.

The use of tobacco products, including lit cigarettes, cigars, pipes and the use of other tobacco products is prohibited within the Town Square.

**Section 138-6. Adoption of Procedures.**

Pursuant to this Chapter, Town Council may develop and enact such ordinances, policies and procedures as may be necessary to ensure the fair, equitable, safe, orderly and frequent use of the Town Square and public places situated in the Mansfield Town Square for the enjoyment of the public.





**Town of Mansfield  
Agenda Item Summary**

**To:** Town Council  
**From:** Matt Hart, Town Manager *MH*  
**CC:** Maria Capriola, Assistant Town Manager; John Carrington, Director of Public Works  
**Date:** January 25, 2016  
**Re:** Ravine Road (Unimproved Portion)

---

**Subject Matter/Background**

Attached please find a staff report concerning the unimproved portion of Ravine Road, which has been temporarily closed to vehicular traffic since last March.

Staff cautions against leaving the road closed temporarily for an indefinite period and has explored a number of options to provide a long-term solution. As part of this process, staff consulted with the Town Attorney on various legal matters and conducted a meeting with residents living in the Ravine Road neighborhood to solicit their input.

As indicated in the report, staff believes the following two options are the most viable:

1. Discontinue use and return property to abutters; install turnaround. Cost \$10,000 (revised from \$50,000 presented at neighborhood meeting).
2. Improve safety conditions and open as a two-way road but install stop signs at narrow portions to create limited one-way traffic areas. Cost \$110,000 plus maintenance and plowing.

**Recommendation**

At Monday's meeting, I recommend that the Council review the options and related issues with staff, in order to develop a course of action and to identify next steps. While the Council certainly needs to be sensitive to the concerns of the Ravine Road residents, I would also caution that the Town needs to be very careful to avoid adverse impacts on the owner and operator of the Green farm. *Mansfield Tomorrow*, our plan of conservation and development, includes many strategies to promote sustainable agriculture and the Green farm is an important agricultural resource for the larger community.

**Attachments**

- 1) J. Carrington re: Unimproved Portion of Ravine Road

**TOWN OF MANSFIELD**  
**DEPARTMENT OF PUBLIC WORKS**



John C. Carrington, P.E., Director of Public Works

AUDREY P. BECK BUILDING  
FOUR SOUTH EAGLEVILLE ROAD  
MANSFIELD, CT 06268-2599  
(860) 429-3332  
Fax: (860) 429-6863  
CarringtonJC@mansfieldct.org

January 19, 2016

To: Matthew W. Hart, Town Manager  
From: John C. Carrington, Director of Public Works  
Regarding: Unimproved Portion of Ravine Road

**Subject Matter/Background**

The unimproved portion of Ravine Road has been closed since March 2015. Initially it was temporarily closed for safety due to a truck getting stuck and tipping on its side. The Traffic Authority decided to close the unimproved portion of Ravine Road, at its March 24, 2015 meeting, based on the safety of the traveling public. The reasons given were it was too narrow, especially in winter; no effective guide rail to keep vehicles on the road; and falling boulder potential.

A neighborhood meeting was held on October 1, 2015 to explain the reasons for the closure, to discuss the possible solutions and to determine if there was a neighborhood consensus.

The Department of Public Works provided five options for a solution:

1. Discontinue use and return property to abutters, install turnaround. Cost \$10,000 (revised from \$50,000 presented at neighborhood meeting).
2. Discontinue maintenance – remains Town road but no maintenance of road. Entry is gated on both sides. Cost \$1,000.
3. Improve safety conditions then open as a one way road. Cost - \$100,000 plus maintenance and plowing.
4. Improve safety conditions and open as a two way road but install stop signs at narrow portions to create limited one-way traffic areas. Cost - \$110,000 plus maintenance and plowing.
5. Improve road to meet current safety and road design standards and open as a two lane road. Cost - \$2,000,000 plus maintenance and plowing.

At the meeting, the group proposed two additional options.

6. Discontinue maintenance but allow Ravine Road Residents to open gates.
7. Close the road with gates during winter.

The meeting consensus, while not unanimous, was option 4, which has a cost of \$110,000.

Staff believes the only other viable option for the Town is option 1, discontinue use and return the land to the abutters.

There is a statutory procedure for discontinuing a road:

*Statutory Authority for Discontinuing Roads*

CGS § 13a-49 allows the selectmen of any town, subject to approval by a majority vote at any regular or special town meeting, to discontinue all or part of a highway or private way, except when a (1) court or the legislature laid it out or (2) city or borough within the town controls the highway. The discontinuation must be in a formal "writing" signed by the selectmen.

If someone is aggrieved by a decision to discontinue a highway or private way, he or she may apply to the Superior Court for relief. The process is the same as the one for appealing decisions to lay out highways. Specifically, the aggrieved person must apply to the Superior Court for the town in which the road is located within eight months of the decision. The court must appoint a panel of three disinterested parties to hear the application and determine if the highway is "of common convenience or necessity." If it decides that it is, the town cannot discontinue the road. If it decides otherwise, the discontinuance is upheld. However, the court may set aside the panel's report for any irregularity or improper conduct by the panel (CGS § 13a-62).

**Discussion**

Staff has identified what it sees as the pros and cons of the two viable options:

1. Improve safety conditions and open as a two way road but install stop signs at narrow portions to create limited one-way traffic areas. Cost - \$110,000 plus maintenance and plowing.

Pros:

- Allows neighborhood to access Bone Mill Road from Ravine Road
- One-way areas will slow down traffic
- Neighborhood believes that this will allow emergency responders to access Ravine Road from Bone Mill Road (However, Fire Department says it would not use unimproved portion).
- Neighborhood perceives that the unimproved way is safer during snow. (Staff disagrees with this perception.)

Cons:

- Cost (guiderail (\$73,000) and other improvements)
- Cost of annual maintenance and snowplowing ranges between \$5,000 and \$10,000.
- Will not stop cut through traffic but will slow it down.
- Potential risks to Farmer safety while moving equipment or cattle.
- Invites trespassing and unwanted recreational activity onto the farmland, negatively impacting the agricultural use.

2. Discontinue use and return property to abutters, install turnaround. Cost - \$10,000.

Pros:

- No cut through traffic
- Minimal Cost (requires construction of a turnaround, \$10,000)
- Improves farmer safety
- Decreases trespassing and unwanted recreational activity onto the farmland, reducing agricultural impact
- No maintenance or snow plowing expenditures

Cons:

- Removes secondary access to Ravine Road developed properties
- Eliminates option for residents looking to avoid southbound turn on Route 32 from Ravine Road
- Eliminates biking and walking, along the improved section of Ravine Road to Bone Mill Road, except for those provided access by landowner
- Longer trips to UCONN and Storrs Center for residents of Ravine Road

**Financial Impact**

Of the two viable options, the cost can range from \$10,000 for discontinuing use to \$110,000 to open the road back up with some one-way traffic areas. The annual maintenance and snow plowing ranges between \$5,000 and 10,000 annually, which needs to be considered if the road is opened.

**Legal Review**

The Town Attorney has researched the requirements for discontinuing use of a Town Road.

**Recommendation**

Staff recommends the Town Council make a decision that best uses and protects Town funds and resources, safely protects the public, and addresses the concerns of the abutters and the neighborhood.

**Attachments**

Neighborhood meeting briefing slides and neighborhood pros and cons of options reviewed.

**Option 1 – Discontinue Use**

Pros	Cons	Pros	Cons
<ul style="list-style-type: none"> <li>• Easier to Exit Bone Mill</li> <li>• Less Traffic</li> <li>• Jogging, Biking, Walking</li> <li>• Farming Safer, Moving Cattle, Hay Wagons</li> <li>• Saves Town Funds</li> </ul>	<ul style="list-style-type: none"> <li>• Removes Secondary entry/exit</li> <li>• UConn Fire cannot respond</li> <li>• Concerned with eliminating biking/walking use</li> <li>• Increase time to Town Hall, etc...</li> <li>• Access for Utility Companies?</li> <li>• Turn around on Private Property</li> </ul>	<ul style="list-style-type: none"> <li>• No Traffic</li> <li>• Jogging, Biking, Walking</li> <li>• Saves Town Funds</li> </ul>	<ul style="list-style-type: none"> <li>• Removes Secondary entry/exit</li> <li>• UConn Fire cannot respond</li> <li>• Concern of minimal visibility for users</li> <li>• Turn around on Private Property</li> </ul>

**Option 2 – Discontinue Maintenance****Option 3 – One way Road**

Pros	Cons	Pros	Cons
<ul style="list-style-type: none"> <li>• One way travel from Ravine Rd. to Bone Mill Road</li> <li>• Fire, Police Response</li> </ul>	<ul style="list-style-type: none"> <li>• UConn Fire cannot Respond</li> <li>• Safety Rt. 32</li> <li>• Farming is made difficult</li> </ul>	<ul style="list-style-type: none"> <li>• Safer Travel</li> <li>• Town Maintains</li> <li>• Fire safer travel and response time (expectation of property owner when buying property on Ravine Rd.)</li> <li>• Will Slow down Traffic</li> </ul>	<ul style="list-style-type: none"> <li>• UConn Fire cannot respond</li> <li>• Safety Rt. 32</li> <li>• Trucks may use</li> <li>• Will not eliminate cut through traffic</li> </ul>

**Option 4 – Modified 2 way Road****Option 6 – Same as Option 2 but allow Ravine Road residents to open gates**

Pros	Cons
	<ul style="list-style-type: none"> <li>• No Secondary access to Ravine Road</li> </ul>

*Town of Mansfield  
Department of Public Works*

## Ravine Road Neighborhood Meeting

John Carrington, Director of Public Works/Town Engineer  
Derek Dilaj, Assistant Town Engineer  
Brian LaVoie, Operations Manager

October 1, 2015

*Town of Mansfield  
Department of Public Works*

## Rules of this Meeting

- Be civil and neighborly
- Raise hand to speak
- Speak when acknowledged
- Don't interrupt, let person finish their point
- Ask questions in a constructive manner
- Don't leave feeling like you did not get to make your point

*Town of Mansfield  
Department of Public Works*

## Purpose of this Meeting

- To explain why unimproved portion of Ravine Road is currently closed.
- To explain available Town options.
- To consider other factors.
- To give neighborhood an opportunity to provide input and/or ask questions.

*Town of Mansfield  
Department of Public Works*

## Why is Ravine Road Closed?

- Initial temporary closure for safety due to truck getting stuck and tipping during winter.
- Legal Traffic Authority decision to close it at March 24, 2015 meeting based on safety of traveling public.
  - Reasons:
    - Too narrow, especially in winter with snow banks
    - No effective guide rail to keep vehicle on road
    - Falling boulder potential

*Town of Mansfield  
Department of Public Works*

## Town's Options

1. Discontinue use and return property to abutters.
2. Discontinue maintenance – remains Town road but no maintenance of road. Entry is gated on both sides.
3. Improve safety conditions then open as a one way road.
4. Improve safety conditions and open as a two way road but install stop signs at narrow portions to create limited one-way traffic areas.
5. Improve road to meet current safety standards and open as a two lane road.

*Town of Mansfield  
Department of Public Works*

## Estimated Cost of Options

1. Discontinue use and return property to abutters.  
\$50,000 – gates and cul de sac (if installed)
2. Discontinue maintenance – remains Town road but no maintenance of road. Entry is gated on both sides.  
\$10,000 – gates
3. Improve safety conditions then open as a one way road.  
\$100,000 plus maintenance and plowing
4. Improve safety conditions and open as a two way road but install stop signs at narrow portions to create limited one-way traffic areas.  
\$110,000 plus maintenance and plowing
5. Improve road to meet current safety standards and open as a two lane road.  
\$2,000,000 or higher plus maintenance and plowing



*Town of Mansfield  
Department of Public Works*

## Other Factors

- If abandoned or use discontinued, need plan for turn around on paved portion.
- Some individuals use road for bicycling, running, and walking.

*Town of Mansfield  
Department of Public Works*

## Time to hear from you

What option do you prefer?

What are the positive and negatives of opening this section of Ravine Road?

*For you, immediate neighbors, other taxpayers, Eversource, Public Works, Police, Fire*

*Town of Mansfield  
Department of Public Works*

## Where do we go from here?

Traffic Authority will evaluate tonight's information  
and make a recommendation to the Town Manager

If action required it will involve budget  
adjustments, PZC and the Council

*Town of Mansfield  
Department of Public Works*

If you feel you did not get to make  
your point, feel free to email or  
send a letter to Public Works

### Option 1 – Discontinue Use

Pros	Cons	Pros	Cons
<ul style="list-style-type: none"> <li>• Easier to Exit Bone Mill</li> <li>• Less Traffic</li> <li>• Jogging, Biking, Walking</li> <li>• Farming Safer, Moving Cattle, Hay Wagons</li> <li>• Saves Town Funds</li> </ul>	<ul style="list-style-type: none"> <li>• Removes Secondary entry/exit</li> <li>• UConn Fire cannot respond</li> <li>• Concerned with eliminating biking/walking use</li> <li>• Increase time to Town Hall, etc...</li> <li>• Access for Utility Companies?</li> <li>• Turn around on Private Property</li> </ul>	<ul style="list-style-type: none"> <li>• No Traffic</li> <li>• Jogging, Biking, Walking</li> <li>• Saves Town Funds</li> </ul>	<ul style="list-style-type: none"> <li>• Removes Secondary entry/exit</li> <li>• UConn Fire cannot respond</li> <li>• Concern of minimal visibility for users</li> <li>• Turn around on Private Property</li> </ul>

### Option 2 – Discontinue Maintenance

### Option 3 – One way Road

Pros	Cons	Pros	Cons
<ul style="list-style-type: none"> <li>• One way travel from Ravine Rd. to Bone Mill Road</li> <li>• Fire, Police Response</li> </ul>	<ul style="list-style-type: none"> <li>• UConn Fire cannot Respond</li> <li>• Safety Rt. 32</li> <li>• Farming is made difficult</li> </ul>	<ul style="list-style-type: none"> <li>• Safer Travel</li> <li>• Town Maintains</li> <li>• Fire safer travel and response time (expectation of property owner when buying property on Ravine Rd.)</li> <li>• Will Slow down Traffic</li> </ul>	<ul style="list-style-type: none"> <li>• UConn Fire cannot respond</li> <li>• Safety Rt. 32</li> <li>• Trucks may use</li> <li>• Will not eliminate cut through traffic</li> </ul>

### Option 4 – Modified 2 way Road

### Option 6 – Same as Option 2 but allow Ravine Road residents to open gates

Pros	Cons
	<ul style="list-style-type: none"> <li>• No Secondary access to Ravine Road</li> </ul>

PAGE  
BREAK



**Town of Mansfield  
Agenda Item Summary**

**To:** Town Council  
**From:** Matt Hart, Town Manager *MWH*  
**CC:** Maria Capriola, Assistant Town Manager; Irene Luciano, Assessor  
**Date:** January 25, 2016  
**Re:** Tax Appeal Pre-trial Settlements (Parcel ID's 38.105.1 + 12.51.2)

---

**Subject Matter/Background**

Court appeals as a result of the 2014 Town-wide Revaluation were filed on April 28, 2015 for the main building of the Eastbrook Mall at 95 Storrs Road and on April 29, 2015 for the Woods Edge Apartments at 264 Mt. Hope Road.

Town Attorney Kevin Deneen and Assessor Irene Luciano have negotiated a pre-trial settlement with the two plaintiffs and their attorneys, conditioned on final approval by the Town Council.

The results are as follows:

1. Eastbrook Mall – Pre-trial date: October 7, 2015  
Agreement to lower the 100% Market Value by \$450,000, from \$17,417,400 to \$16,967,200, to further reflect the partial vacancy of the former JC Penney location. The result is a reduction of \$315,160 in the assessment or \$9,413.83 in taxes, to be credited towards the January 2016 installment.
2. Woods Edge Apartments – Pre-trial date: September 25, 2015  
Agreement to lower the 100% Market Value by \$218,900, from \$1,418,900 to \$1,200,000. The result is an assessment reduction of \$153,300 or \$4,579.08 in taxes, to be credited towards the January 2016 installment.

**Recommendation**

The Town Attorney and I reviewed the pre-trial settlements with the previous Town Council in executive session. Any final settlement needs to be ratified by the Council in open session.

If the Town Council wishes to approve the negotiated pre-trial settlement figures for the Eastbrook Mall and Woods Edge Apartments, the following motion is in order:

*Move, effective November 23, 2015, to accept the negotiated pre-trial settlements for the Eastbrook Mall and Woods Edge Apartments tax appeals.*

**Attachments**

- 1) Pre-trial Settlement, *Eastbrook F, LLC, et al v. Town of Mansfield*
- 2) Pre-trial Settlement, *Woods Edge Apartments, LLC v. Town of Mansfield*

DOCKET NO.: HHB-CV-15-6029600 (RTX) : SUPERIOR COURT  
 EAST BROOK F, LLC, ET AL : JUDICIAL DISTRICT OF NEW BRITAIN  
 V. : AT NEW BRITAIN  
 TOWN OF MANSFIELD : JANUARY 5, 2016

**STIPULATION FOR JUDGMENT**

The parties hereto stipulate and agree that judgment may be rendered in the above-captioned case finding that the fair market value and the assessed value of the land and buildings known as 95 Storrs Road, in the Town of Mansfield as of October 1, 2014 shall be reduced as follows:

**2014 Grand List: 95 Storrs Road**

	<b><u>Current Valuation</u></b>		<b><u>Reduced Valuations</u></b>	
	<b><u>Market Value</u></b>	<b><u>Assessment</u></b>	<b><u>Market Value</u></b>	<b><u>Assessment</u></b>
Land:	3,968,400	2,777,900	3,968,300	2,777,900
Building:	<u>13,449,000</u>	<u>9,414,300</u>	<u>12,998,900</u>	<u>9,099,230</u>
Totals:	17,417,400	12,192,200	16,967,200	11,877,040

The parties hereto stipulate and agree that judgment may be rendered in the above-captioned case finding that the fair market value and the assessed value of the land and buildings known as 95 Storrs Road, in the Town of Mansfield as of October 1, 2014 shall be reduced as follows:

2014 Grand List: 95 Storrs Road

	Current Valuation		Reduced Valuations	
	Market Value	Assessment	Market Value	Assessment
Land:	3,968,400	2,777,900	3,968,300	2,777,900
Building:	<u>13,449,000</u>	<u>9,414,300</u>	<u>12,998,900</u>	<u>9,099,230</u>
Totals:	17,417,400	12,192,200	16,967,200	11,877,040

Said valuations shall not increase, except in the event of construction or alterations, until the next general town-wide revaluation. No costs or interest shall be awarded to either the Plaintiff or the Defendant on the reduction in the assessment but the Plaintiff shall be responsible for interest on any underpayment of taxes. Furthermore, any refund of taxes paid based upon the current valuation shall be as a credit on the taxes levied on the October 1, 2015 Grand List, payable on July 1, 2016.



Dated this <sup>th</sup> day of January 2016.

**PLAINTIFF,  
EAST BROOK F, LLC. Et Al**

By \_\_\_\_\_  
Michael Reiner, Esq.  
Greene Law, PC  
11 Talcott Notch Road  
Farmington, CT 06032  
Phone: 860.676.1336/Fax: 860.676.2250  
Juris No.: 428354  
Its Attorneys

**DEFENDANT,  
TOWN OF MANSFIELD**

By \_\_\_\_\_  
Kevin M. Deneen, Esquire  
O'Malley, Deneen, Leary, Messina & Oswecki  
20 Maple Avenue / P.O. Box 504  
Windsor, CT 06095  
Phone: (860) 688-8505 / Fax: (860) 688-4783  
Juris No.: 44526  
Its Attorneys

DOCKET NO.: HHB-CV-15-6029600 (RTX) : SUPERIOR COURT  
EAST BROOK F, LLC, ET AL : JUDICIAL DISTRICT OF NEW BRITAIN  
V. : AT NEW BRITAIN  
TOWN OF MANSFIELD : JANUARY 5, 2016

**MOTION FOR JUDGMENT**

The Plaintiff and the Defendant hereby move that the Court render judgment in the above-captioned matter in accordance with the parties' Stipulation for Judgment attached hereto. A proposed Judgment File is also attached hereto.

**PLAINTIFF,  
EAST BROOK F, LLC, ET AL**

By \_\_\_\_\_  
Michael Reiner, Esq.  
Greene Law, PC  
11 Talcott Notch Road  
Farmington, CT 06032  
Phone: 860.676.1336/Fax: 860.676.2250  
Juris No.: 428354  
Its Attorneys

**ORAL ARGUMENT NOT REQUIRED  
TESTIMONY NOT REQUIRED**

**DEFENDANT,  
TOWN OF MANSFIELD**

By \_\_\_\_\_  
Kevin M. Deneen, Esquire  
O'Malley, Deneen, Leary, Messina & Oswecki  
20 Maple Avenue / P.O. Box 504  
Windsor, CT 06095  
Phone: (860) 688-8505 / Fax: (860) 688-4783  
Juris No.: 44526  
Its Attorneys

**ORDER**

The foregoing Motion having been considered by this Court, it is hereby **ORDERED**, that the same be and hereby is **GRANTED/DENIED**.

**BY THE COURT**

\_\_\_\_\_  
**JUDGE/CLERK**

Date: \_\_\_\_\_

DOCKET NO.: HHB-CV-15-6029600 (RTX) : SUPERIOR COURT  
EAST BROOK F, LLC, ET AL : JUDICIAL DISTRICT OF NEW BRITAIN  
V. : AT NEW BRITAIN  
TOWN OF MANSFIELD : JANUARY 5, 2016

**JUDGMENT**

**PRESENT: HONORABLE ARNOLD W. ARONSON, JUDGE**

This action in the nature of an appeal from the action of the Board of Assessment Appeals of the Town of Mansfield in refusing to reduce the valuation and assessment on the land and buildings known as 95 Storrs Road in said Town of Mansfield and owned by the Plaintiff on October 1, 2014, came to this Court on June 17, 2014 and thence to the present time when the parties appeared and filed a Stipulation for Judgment.

The Court, having heard the parties, finds the issues for the Plaintiff and finds that the fair market value and the assessed value of the subject properties as of October 1, 2014 shall be reduced as follows:

2014 Grand List: 95 Storrs Road

	Current Valuation		Reduced Valuations	
	Market Value	Assessment	Market Value	Assessment
Land:	3,968,400	2,777,900	3,968,300	2,777,900
Building:	<u>13,449,000</u>	<u>9,414,300</u>	<u>12,998,900</u>	<u>9,099,230</u>
Totals:	17,417,400	12,192,200	16,967,200	11,877,040

Thereafter, said valuations shall not increase, except in the event of construction or alterations, until the next general town-wide revaluation. No costs or interest shall be awarded to either the Plaintiff or the Defendant on the reduction in the assessment but the Plaintiff shall be responsible for interest on any underpayment of taxes. Furthermore, any refund of taxes paid based upon the current valuation shall be as a credit on the taxes levied on the October 1, 2015 Grand List, payable on July 1, 2016

**BY THE COURT**

---

**JUDGE/CLERK**

Date: \_\_\_\_\_

DOCKET NO.: HHB-CV-15-6029574 (RTX) : SUPERIOR COURT  
WOODS EDGE APARTMENTS, LLC : JUDICIAL DISTRICT OF NEW BRITAIN  
V. : AT NEW BRITAIN  
TOWN OF MANSFIELD : JANUARY 5, 2016

**STIPULATION FOR JUDGMENT**

The parties hereto stipulate and agree that judgment may be rendered in the above-captioned case finding that the fair market value and the assessed value of the land and buildings known as 264 Mount Hope Road, in the Town of Mansfield as of October 1, 2014 shall be reduced as follows:

**2014 Grand List: 264 Mount Hope Road**

	<u>Current Valuation</u>		<u>Reduced Valuations</u>	
	<u>Market Value</u>	<u>Assessment</u>	<u>Market Value</u>	<u>Assessment</u>
Land:	448,000	313,600	448,000	313,600
Building:	<u>970,900</u>	<u>679,700</u>	<u>752,000</u>	<u>526,400</u>
Totals:	1,418,900	993,300	1,200,000	840,000

The parties hereto stipulate and agree that judgment may be rendered in the above-captioned case finding that the fair market value and the assessed value of the land and buildings known as 264 Mount Hope Road, in the Town of Mansfield as of October 1, 2014 shall be reduced as follows:

2014 Grand List:      264 Mount Hope Road

	Current Valuation		Reduced Valuations	
	Market Value	Assessment	Market Value	Assessment
Land:	448,000	313,600	448,000	313,600
Building:	<u>970,900</u>	<u>679,700</u>	<u>752,000</u>	<u>526,400</u>
Totals:	1,418,900	993,300	1,200,000	840,000

Said valuations shall not increase, except in the event of construction or alterations, until the next general town-wide revaluation. No costs or interest shall be awarded to either the Plaintiff or the Defendant on the reduction in the assessment but the Plaintiff shall be responsible for interest on any underpayment of taxes. Furthermore, any refund of taxes paid based upon the current valuation shall be as a credit on the taxes levied on the October 1, 2015 Grand List, payable on July 1, 2016.

Dated this <sup>th</sup> day of January 2016.

**PLAINTIFF,  
WOODS EDGE APARTMENTS, LLC.**

By \_\_\_\_\_

Scott Chadwick, Esq.  
Chadwick and Stone, LLP  
111 Founders Plaza, Suite 1702  
East Hartford, CT 06108  
Phone: 860.610.4500/Fax: 860.610.4504  
Juris No.: 406688  
Its Attorneys

**DEFENDANT,  
TOWN OF MANSFIELD**

By \_\_\_\_\_

Kevin M. Deneen, Esquire  
O'Malley, Deneen, Leary, Messina & Oswecki  
20 Maple Avenue / P.O. Box 504  
Windsor, CT 06095  
Phone: (860) 688-8505 / Fax: (860) 688-4783  
Juris No.: 44526  
Its Attorneys



DOCKET NO.: HHB-CV-15-6029574 (RTX) : SUPERIOR COURT  
WOODS EDGE APARTMENTS, LLC : JUDICIAL DISTRICT OF NEW BRITAIN  
V. : AT NEW BRITAIN  
TOWN OF MANSFIELD : JANUARY 5, 2016

**MOTION FOR JUDGMENT**

The Plaintiff and the Defendant hereby move that the Court render judgment in the above-captioned matter in accordance with the parties' Stipulation for Judgment attached hereto. A proposed Judgment File is also attached hereto.

**PLAINTIFF,  
WOODS EDGE APARTMENTS, LLC**

By \_\_\_\_\_  
Scott Chadwick, Esq.  
Chadwick and Stone, LLP  
111 Founders Plaza, Suite 1702  
East Hartford, CT 06108  
Phone: 860.610.4500/Fax: 860.610.4504  
Juris No.: 406688  
Its Attorneys

**ORAL ARGUMENT NOT REQUIRED  
TESTIMONY NOT REQUIRED**

**DEFENDANT,  
TOWN OF MANSFIELD**

By \_\_\_\_\_  
Kevin M. Deneen, Esquire  
O'Malley, Deneen, Leary, Messina & Oswecki  
20 Maple Avenue / P.O. Box 504  
Windsor, CT 06095  
Phone: (860) 688-8505 / Fax: (860) 688-4783  
Juris No.: 44526  
Its Attorneys

**ORDER**

The foregoing Motion having been considered by this Court, it is hereby **ORDERED**, that the same be and hereby is **GRANTED/DENIED**.

**BY THE COURT**

\_\_\_\_\_  
**JUDGE/CLERK**

Date: \_\_\_\_\_

DOCKET NO.: HHB-CV-15-6029574 (RTX) : SUPERIOR COURT  
WOODS EDGE APARTMENTS, LLC : JUDICIAL DISTRICT OF NEW BRITAIN  
V. : AT NEW BRITAIN  
TOWN OF MANSFIELD : JANUARY 5, 2016

**JUDGMENT**

**PRESENT: HONORABLE ARNOLD W. ARONSON, JUDGE**

This action in the nature of an appeal from the action of the Board of Assessment Appeals of the Town of Mansfield in refusing to reduce the valuation and assessment on the land and buildings known as 264 Mount Hope Road in said Town of Mansfield and owned by the Plaintiff on October 1, 2014, came to this Court on June 17, 2014 and thence to the present time when the parties appeared and filed a Stipulation for Judgment.

The Court, having heard the parties, finds the issues for the Plaintiff and finds that the fair market value and the assessed value of the subject properties as of October 1, 2014 shall be reduced as follows:

2014 Grand List: 264 Mount Hope Road

	Current Valuation		Reduced Valuations	
	Market Value	Assessment	Market Value	Assessment
Land:	448,000	313,600	448,000	313,600
Building:	<u>970,900</u>	<u>679,700</u>	<u>752,000</u>	<u>526,400</u>
Totals:	1,418,900	993,300	1,200,000	840,000

Thereafter, said valuations shall not increase, except in the event of construction or alterations, until the next general town-wide revaluation. No costs or interest shall be awarded to either the Plaintiff or the Defendant on the reduction in the assessment but the Plaintiff shall be responsible for interest on any underpayment of taxes. Furthermore, any refund of taxes paid based upon the current valuation shall be as a credit on the taxes levied on the October 1, 2015 Grand List, payable on July 1, 2016

**BY THE COURT**

---

**JUDGE/CLERK**

Date: \_\_\_\_\_



**Town of Mansfield  
Agenda Item Summary**

**To:** Town Council  
**From:** Matt Hart, Town Manager  
**CC:** *NEC* Maria Capriola, Assistant Town Manager; Linda Painter, Director of Planning and Development; Planning and Zoning Commission; John Carrington, Director of Public Works  
**Date:** January 25, 2016  
**Re:** Northeast Corridor Future Draft Environmental Impact Statement

---

**Subject Matter/Background**

The Federal Rail Administration has prepared a Draft Environmental Impact Statement (EIS) evaluating alternatives for future improvements to the Northeast Corridor (NEC) between Boston and Washington D.C. The NEC Future project includes alternatives that would introduce a new passenger rail connection between Hartford and Providence as part of upgrades to the northeast corridor. The attached summary brochure provides a high-level overview of the project and alternatives under consideration.

As the No Action Alternative and Alternative 1 do not have any impacts on Mansfield, this memo focuses on Alternatives 2 and 3 as described below. These descriptions are direct quotes from the draft EIS document:

- **“Alternative 2** grows the role of rail, expanding rail service at a rate greater than the proportional growth in regional population and employment. Alternative 2 maximizes capacity of the existing NEC and removes speed restrictions where practical and safe. Alternative 2 would bring the existing NEC to a state of good repair. Alternative 2 provides a new segment between New Haven and Hartford, CT, and Providence, RI, improving performance between New York City and Boston while connecting to new markets in the Connecticut River Valley.”

See attached map for general depiction of Alternative 2 in its entirety.

- **“Alternative 3** transforms the role of rail, supporting trips over longer distances and to places not currently well connected by passenger rail, positioning rail as the dominant mode for interregional travel to urban centers along the NEC. Alternative 3 includes a continuous second spine operating between Washington, D.C., and Boston. The second spine would be separate from the existing NEC, but connected to and integrated with services offered on the existing NEC at designated Major Hub and

Hub stations. The second spine would support speeds up to 220 mph between major NEC markets and provide additional capacity for Intercity and Regional rail services throughout the Study Area. Alternative 3 would also include service and infrastructure improvements on the existing NEC to increase capacity, eliminate chokepoints, and bring the existing NEC to a state of good repair.”

The attached map for Alternative 3 includes two different route options for connecting Hartford to Boston; one route would be via Worcester and traverse northern Tolland County and the second would be via Providence, with a similar if not identical alignment to Alternative 2.

#### Route Alignment and Stations

As shown on the attached maps, the conceptual route traverses Mansfield south of the Storrs area and is depicted as being tunnel construction. Tunnel construction is generally proposed in densely developed areas where surface tracks are not practical; crossings of large bodies of water; and in the case of Mansfield, areas where the topography is too steep to reach design speeds (160-220 mph). The use of tunnels could reduce impacts, particularly visual, noise and vibration.

Both Alternatives 2 and 3 indicate that a station would be located in Tolland County if the Hartford-Providence segment is constructed. According to the summary of station impacts (attached), a hub station is proposed for this area. The EIS describes hub stations as follows:

“**Hub stations** offer Intercity-Express and Intercity-Corridor service, although the Intercity-Express service is more limited than the service levels offered at Major Hub stations. Hub stations include existing smaller, intermediate Amtrak stations such as Newark, DE, and New London, CT, as well as selected key Regional rail stations and new stations proposed to fill connectivity gaps in the existing passenger rail network and serve special trip generators and/or provide important intermodal connections. Specific examples of these stations include T.F. Green Airport, RI, and Secaucus, NJ.”

The estimated station area footprint size for a hub station is 2,000 feet by 900 feet; containing approximately 40 acres in area.

#### Environmental Impacts

As a Tier 1 EIS, each alternative is evaluated at a programmatic level, without the detail that we are accustomed to seeing in the environmental impact evaluations prepared for specific projects. As such, the report examines a wide range of impacts and identifies the typical types of impacts (land cover, agricultural/timber, hydrology, ecology, economic, etc.) for each state and calls out areas that are likely to see the most significant impacts under different alternatives. With regard to mitigation, the report identifies a range of potential

mitigation measures for each type of impact. The attached tables identify the types of impacts that could be encountered in Tolland County for Alternatives 2 and 3. Once the FRA selects a preferred alternative, a more detailed (Tier 2) environmental impact statement(s) will be prepared that delves into the detail of specific projects including specific impacts and mitigation measures.

#### Review by other Town Committees

The Transportation Advisory Committee discussed the NEC Future project at their January 14, 2016 meeting and according to their minutes “enthusiastically endorsed the concept of bringing rail service through Mansfield.” The Planning and Zoning Commission discussed the project at their January 19, 2016 meeting and also supported the concept. The PZC authorized the chair to co-endorse a letter with the Mayor that included the following:

- o Statement supporting Alternatives 2 and 3 based on the value of expanded service such as improved access to Hartford, Providence, and Boston and the potential for reducing traffic impact of UCONN’s growth.
- o Acknowledgement that there are likely to be significant concerns that would have to be addressed as part of any Tier 2 EIS, including:
  - Minimizing impacts to environmental resources and the Town’s rural character;
  - Locating the route and station in areas designated for Smart Growth that have the infrastructure needed to support transit-oriented development in the future. Examples include a more northerly alignment through Storrs that provides access to UCONN or a more southerly alignment that takes advantage of the large Route 6 right-of-way and provides access to both southern Mansfield and Willimantic.
  - Encouraging the FRA to explore potential connections with the existing north/south rail route. While this route is currently limited to freight, there are several communities interested in restoring passenger rail service along this route between New London and Vermont.
  - Conducting broader community outreach within impacted communities to fully vet detailed proposals.

A draft letter addressing the above points is attached to this memo for the Council’s consideration.

#### Recommendation

If the Council concurs with the Transportation Advisory Committee’s and the Planning and Zoning Commission’s position to support Alternatives 2 & 3 with noted concerns, the following motion is in order:

*Move, to authorize the Mayor to co-sign a letter to the Federal Rail Administration with the Chair of the Planning and Zoning Commission supporting Alternatives 2 and 3 of the NEC Future Draft EIS that include new passenger rail service*

*through Mansfield and recommending that the following issues be addressed as part of a Tier 2 Draft EIS: changing the route alignment and station location to be consistent with the Town's smart growth development areas; minimizing impacts on natural resources and rural character; considering the potential of restoring service/connecting to service using the New England Central Railroad corridor; and conducting extensive community outreach on proposed actions and mitigation measures.*

#### **Attachments**

- 1) NEC Future Highlights Brochure
- 2) EIS Figure 4-5: Alternative 2
- 3) EIS Figure 4-6: Alternative 3
- 4) EIS Appendix A, Map Sheet #28 (Alternatives 2,3)
- 5) EIS Appendix A, Representative Route (Alternative 2)
- 6) EIS Appendix A, Representative Route (Alternative 3)
- 7) EIS Table 7.1-4: Summary of Environmental Effects by New Segment (Alternative 2)
- 8) EIS Table 7.1-8: Summary of Environmental Effects by New Segment (Alternative 3-Hartford to Boston via Providence)
- 9) EIS Table 7.1-10: Summary of Environmental Effects for New Stations by County
- 10) EIS Table 7.20-3: Environmental Consequences-Cumulative Effects
- 11) Draft PZC/Town Council Comment Letter



A Rail Investment Plan for the Northeast Corridor

# Our Future on Track

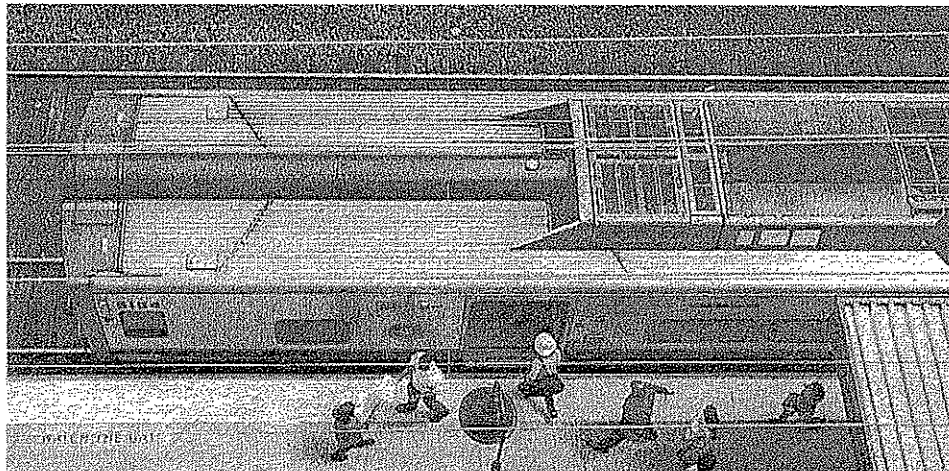
HIGHLIGHTS OF THE TIER 1 DRAFT ENVIRONMENTAL IMPACT STATEMENT



NOVEMBER 2015



U.S. Department of Transportation  
Federal Railroad Administration



**457**

MILES LONG

**2,200**

DAILY TRAINS

**750,000**

DAILY PASSENGERS

**THE NEC IS THE BUSIEST  
RAIL CORRIDOR IN THE  
NATION, AND IS VITAL  
TO THE ECONOMY  
AND CITIES OF THE  
NORTHEAST.**

## Why NEC FUTURE?

The Northeast United States—stretching from Washington, D.C., to New England—is a dominant force in the national economy with its vast job base, highly educated and diverse workforce, strong and stable communities, vibrant cities, quality educational institutions, and rich history and culture. The continued economic competitiveness of the Northeast depends on a transportation system that supports the region's growing needs. And yet today, the region's transportation system—its highways, airports, maritime ports, and rail networks—is already operating at or above capacity. By 2040, the Northeast is expected to add seven million new residents, putting further pressure on all travel modes. Stronger, more reliable transportation options are essential to support mobility and the region's continued economic growth.

The Northeast Corridor (NEC) passenger rail line—a central transportation spine of the entire region—is critical to regional mobility. However, the NEC today operates on outdated infrastructure with capacity constraints that cannot accommodate future growth. Determining how these needs will be met, and defining the role that the NEC will play in the overall transportation system is the focus of NEC FUTURE.

### NEC FUTURE: ADDRESSING CRITICAL NEEDS

The Federal Railroad Administration (FRA) is preparing a comprehensive plan for the NEC that will define a long-term vision and an incremental approach to achieving that vision. The plan considers the needs of all types of passengers on the NEC—commuters as well as intercity riders. The result of NEC FUTURE will be the FRA's adoption of an investment program to guide passenger rail improvement projects on the NEC through 2040.

The FRA is preparing a Tier 1 Environmental Impact Statement (Tier 1 EIS), in compliance with the National Environmental Policy Act and other regulations, to evaluate the effects of proposed investment program alternatives. This document provides highlights of the Tier 1 Draft EIS, which will be available for public comment through January 30, 2016. The full document, as well as the accompanying Draft Programmatic Agreement, prepared in compliance with the National Historic Preservation Act, are available at [www.necfuture.com](http://www.necfuture.com) and at libraries along the NEC.

### Study Partners

The FRA is the lead agency for NEC FUTURE, working closely with a number of key partners including:

- Federal Transit Administration
- NEC Infrastructure and Operations Advisory Commission
- Railroad operators (including Amtrak, eight commuter rail authorities, and freight railroads)
- State and federal agencies, as well as local jurisdictions along the NEC

The FRA coordinates regularly with environmental resource and regulatory agencies, and consults with federally recognized tribes.

### Key Needs

Aging  
Infrastructure

Connectivity

Capacity

Performance

Resiliency

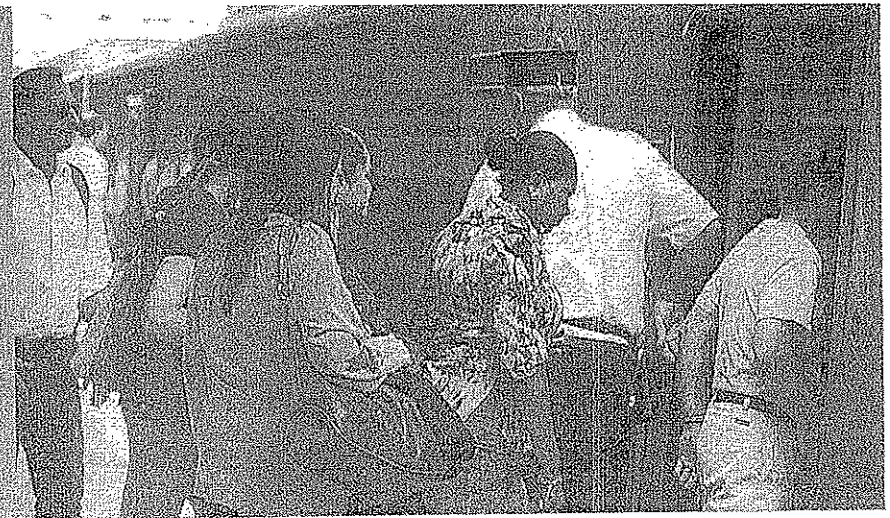
Sustainability

Economic  
Growth



## How will the FRA select a vision for the NEC?

The FRA will identify a preferred investment program (Preferred Alternative) based on the analysis presented in the Tier 1 Draft EIS, FRA policy guidance, and comments received from all stakeholders—agencies, railroad operators, interested organizations, and the public—by January 30, 2016. Your comments on the alternatives, and the analysis presented in the Tier 1 Draft EIS, are critical to the decision-making process. For information on how to participate in this historic decision, see the end of this brochure.



## Choices for the NEC

The FRA has identified three distinct Action Alternatives for the NEC, each of which presents a different vision for the future role of passenger rail in the transportation system of the Northeast. In developing these Action Alternatives, the FRA considered a broad range of possibilities for the NEC to respond to future travel market trends, passenger service needs, and public input. The Tier 1 Draft EIS compares each Action Alternative to a baseline, the No Action Alternative.

Alternative 1 MAINTAINS the role of rail with sufficient additional service to keep pace with population and employment growth.

Alternative 2 GROWS the role of rail with service to new markets and accommodates a greater portion of the population.

Alternative 3 TRANSFORMS the role of rail by becoming a dominant mode choice for travel in the Northeast.

## Enhanced Service Concepts

Each of the Action Alternatives includes enhanced service concepts to improve the passenger experience and increase efficiency. These concepts include a new type of intercity service that stops at more stations, high-performance equipment, coordinated scheduling and ticketing, and easier transfers.

### WHAT'S INCLUDED IN AN ACTION ALTERNATIVE?

The investment program for each Action Alternative consists of a set of geographic markets to be served by passenger rail; a Representative Route (or footprint) that connects these markets; assumptions about the level of passenger rail service that will be provided to these markets; and infrastructure improvements that support this level-of-service. In addition, each of the three Action Alternatives:

Maintains and improves passenger rail service on the existing NEC

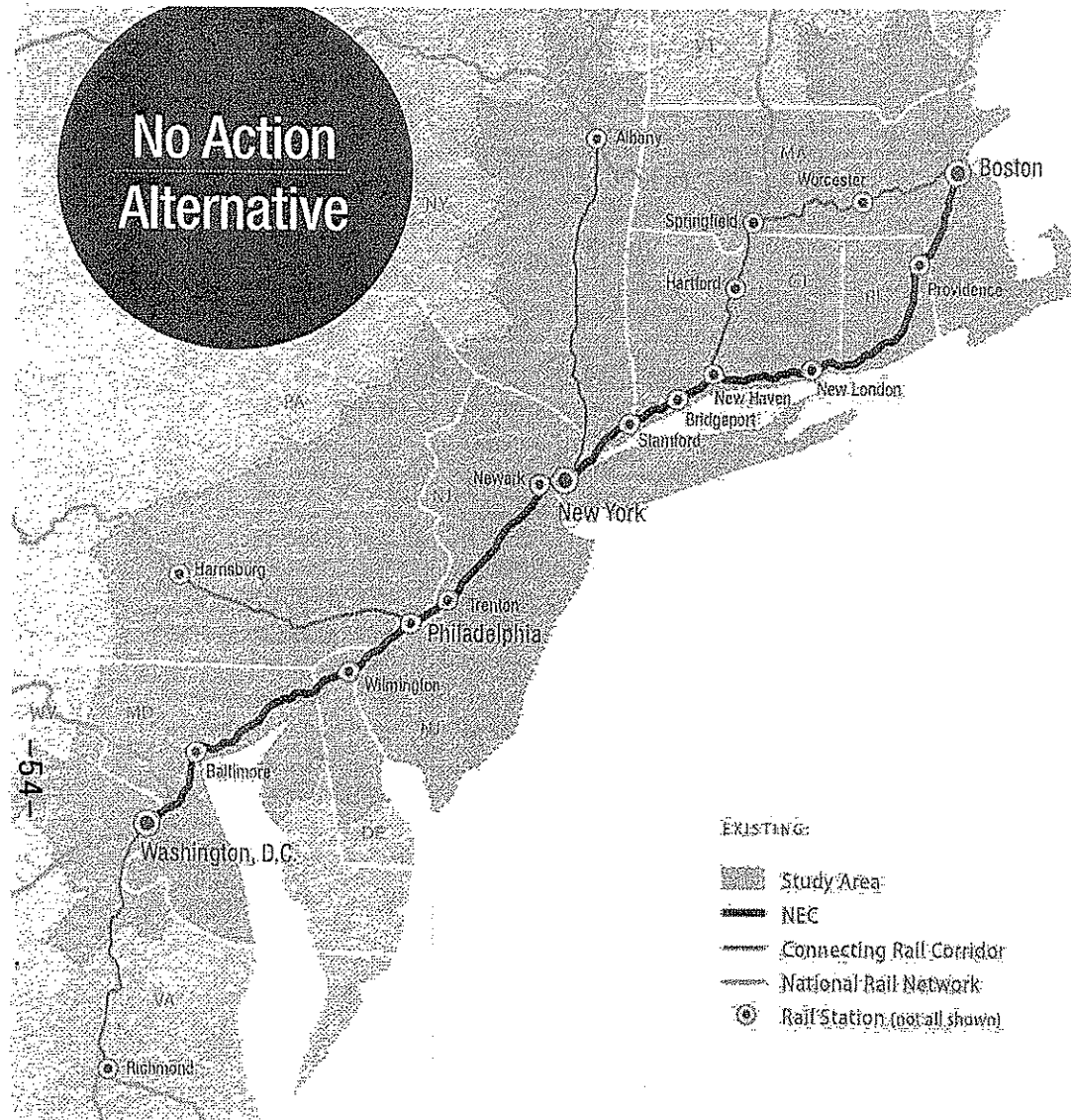
Incorporates innovative approaches to improve the passenger experience and increase efficiency.

Brings the NEC to a state of good repair

Addresses the most pressing chokepoints that limit the railroad's capacity and undermine reliability

Protects freight rail access and the opportunity for future expansion

## No Action Alternative



The No Action Alternative cannot accommodate the full volume of passengers who will want to travel by rail. The tightest constraint is at the Hudson River, where demand will exceed capacity by over 6,000 passengers per hour in 2040.

## No Action Alternative

### WHAT DOES IT MEAN FOR THE FUTURE OF THE NEC?

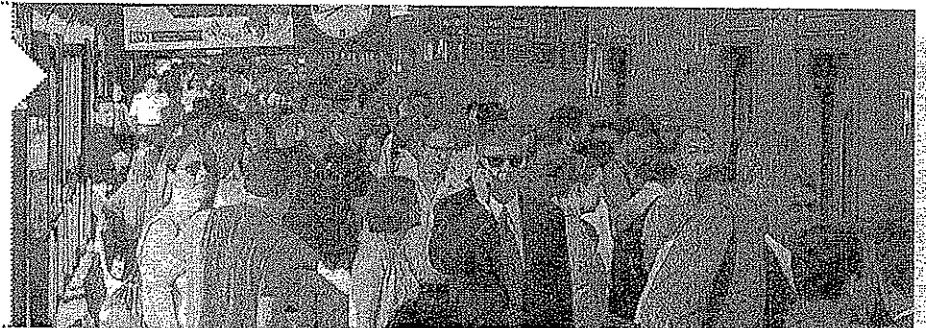
The No Action Alternative is the baseline against which the FRA compared each of the Action Alternatives. It includes projects currently planned and programmed, and repairs to keep the railroad operating, but only at today's level-of-service.

Except for planned improvements, such as the Long Island Rail Road's East Side Access project, the No Action Alternative:

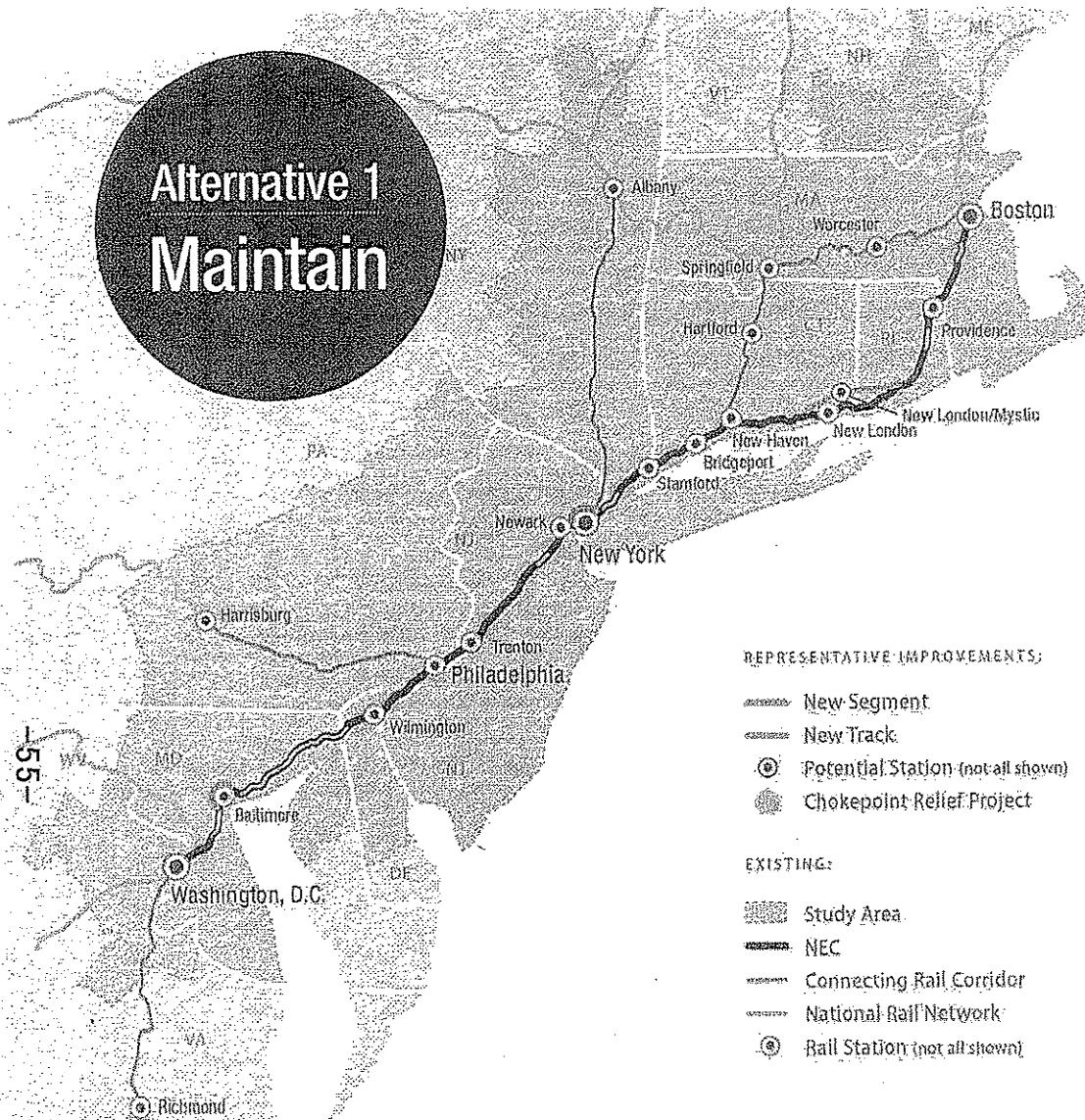
- ▶ Does not increase capacity to meet unmet demand or accommodate growth
- ▶ Does not improve reliability
- ▶ Does not address gaps in connectivity
- ▶ Does not expand service to new markets
- ▶ Does not bring the NEC into a state of good repair

With its continued reliance on constrained and aging infrastructure, the No Action Alternative means a declining role for rail in the Northeast transportation system. Moreover, with minimal new investment in capacity or reliability, the No Action Alternative provides limited ability for the NEC to recover from major storms and other disruptive events, and hinders freight movement.

The No Action Alternative requires investment in the NEC by the federal government, states, and railroads that exceeds historical levels of funding. If sufficient funding to meet even the minimum requirements of the No Action Alternative is not available, the reliability and quality of service on the NEC would be further degraded, driven in large part by insufficient capacity and aging infrastructure.



## Alternative 1 Maintain



Alternative 1 maintains the role of rail as it is today, with significant increases in the level of rail service as required to keep pace with the growth in population. It enables the NEC to continue to support the transportation needs of the growing region through 2040, but provides little additional capacity to support growth after 2040.

## Alternative 1 Benefits

(as compared to the No Action Alternative)

### AGING INFRASTRUCTURE

- Brings the existing NEC to a state of good repair

### CONNECTIVITY

- Improves connections between metropolitan areas with more frequent intercity service

### CAPACITY

- Provides sufficient capacity to accommodate demand at all places along the corridor (except at the Hudson River) through 2040, but lacks sufficient additional capacity to support growth in demand after 2040
- Increases capacity for through-trips on connecting corridor services south of Washington, D.C., and along the Keystone, Empire, and New Haven-Hartford-Springfield Corridors

### PERFORMANCE

- Increases Intercity and peak-hour Regional rail (commuter) service
- Top Intercity-Express operating speeds of 160 mph on portions of the corridor
- Travel time between Washington, D.C. and Boston reduced by up to 35 minutes
- New service types with a range of pricing to attract more passengers

### RESILIENCY

- New segment between Old Saybrook, CT, and Kenyon, RI, provides resiliency, avoiding movable bridges and waterways along the Long Island Sound and providing an alternative to portions of the existing NEC adjacent to the Connecticut shoreline

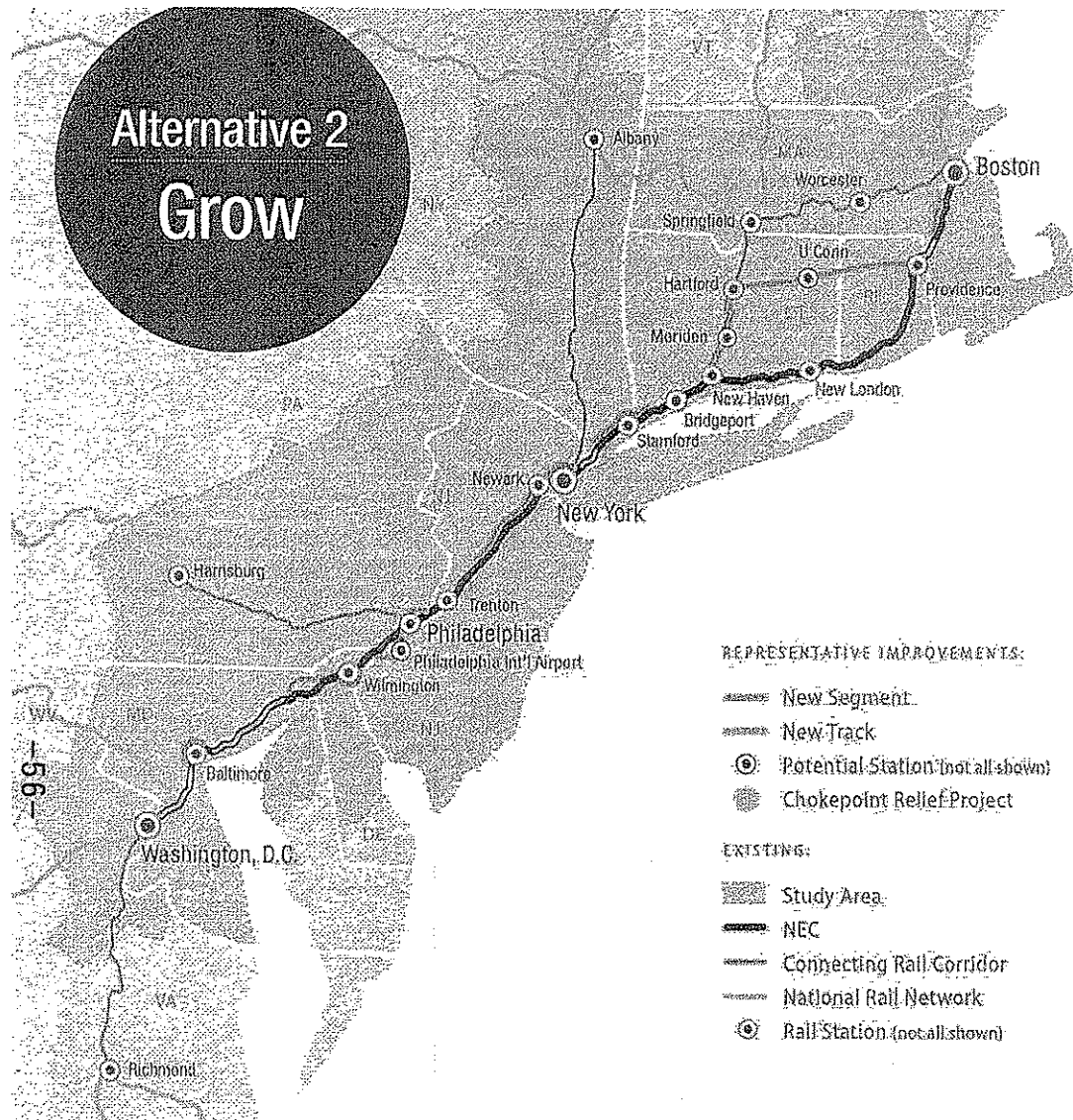
### SUSTAINABILITY

- Net decrease in emissions of pollutants and greenhouse gases and reduction in roadway vehicle miles traveled
- Shifts 69 million annual trips from other modes to passenger rail

### ECONOMIC GROWTH

- Improves access to jobs within and between metropolitan areas for existing stations; generates some travel time savings for intercity travel

## Alternative 2 Grow



Alternative 2 grows the role of rail, expanding rail service at a rate greater than the proportional growth in regional population and employment. It adds service to new markets in New England and provides modest capacity to support growth beyond 2040.

## Alternative 2 Benefits

(as compared to the No Action Alternative)

### AGING INFRASTRUCTURE

- Brings the existing NEC to a state of good repair

### CONNECTIVITY

- Connects new travel markets in the Connecticut River Valley
- Provides Intercity service to T.F. Green Airport in Providence, RI, and Philadelphia International Airport
- Improves interregional connections by introducing Intercity service at select rail stations

### CAPACITY

- Provides sufficient capacity to accommodate demand at the Hudson River and provides room for growth at other locations post-2040
- Addresses capacity and speed constraints with a new route adjacent to the NEC between New Haven and Hartford, CT, and Providence, RI; this supplements existing service between New York City and Boston and connects new travel markets
- Increases capacity for through trips on connecting corridor services south of Washington, D.C., and along the Keystone, Empire, and New-Haven-Hartford-Springfield Corridors

### PERFORMANCE

- Provides five times as much Intercity service and more than doubles peak-hour Regional rail service
- Top Intercity-Express operating speeds of 160 mph on the majority of the corridor
- Travel time between Washington, D.C. and Boston reduced by up to 1 hour 5 minutes

### RESILIENCY

- New inland route through Connecticut and Rhode Island provides an alternate route if coastal inundation or other hazards affect services along the coastline

### SUSTAINABILITY

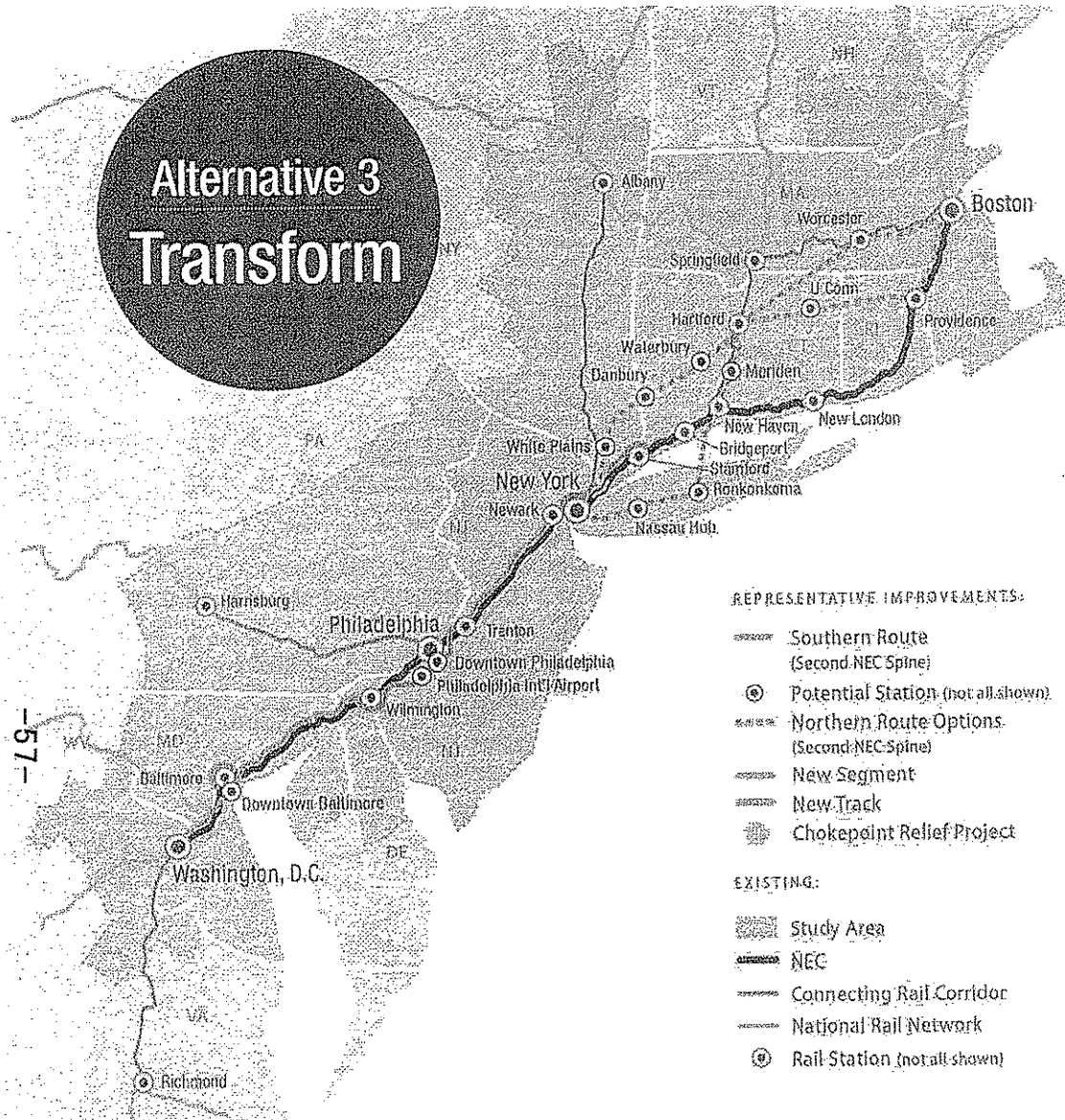
- Net decrease in emissions of pollutants and greenhouse gases and reductions in roadway vehicle miles traveled
- Shifts 93 million annual trips from other modes to passenger rail

### ECONOMIC GROWTH

- Improves access to jobs within and between metropolitan areas for existing and new stations with increased service frequency, service types, and improved travel times
- Provides improved access between metropolitan areas and commercial centers such as Wilmington, DE, and Hartford, CT
- Creates opportunities for economic and station area development



# Alternative 3 Transform



Alternative 3 transforms the role of rail. Along with improvements to the existing NEC, a second spine from Washington, D.C., to Boston supports faster trips and serves markets not currently well connected by passenger rail. Rail becomes the dominant mode of travel in the Northeast, with the capacity to support the regional economy well into the future.

## Alternative 3 Benefits

( as compared to the No Action Alternative )

### AGING INFRASTRUCTURE

- Brings the existing NEC to a state of good repair

### CONNECTIVITY

- Connects new travel markets throughout the NEC with the addition of a second spine and new stations
- Provides Intercity service to T.F. Green Airport in Providence, RI, and Philadelphia International Airport
- Improves interregional connections by introducing Intercity service at select rail stations on the existing NEC

### CAPACITY

- Provides excess capacity at all locations along the corridor to accommodate additional off-corridor trips and future growth post-2040

### PERFORMANCE

- Provides six times as much Intercity service and up to three times the amount of peak-hour Regional rail service
- Top Intercity-Express operating speeds of 220 mph on the second spine
- Travel time between Washington, D.C. and Boston reduced by up to 2 hours 55 minutes

### RESILIENCY

- Inland route options through either Long Island or Connecticut, and Massachusetts assist in reducing service disruptions should a coastal flooding event affect assets along coastal Connecticut and Rhode Island

### SUSTAINABILITY

- Net decrease in emissions of pollutants and greenhouse gases and reductions in roadway vehicle miles traveled
- Shifts 141 million annual trips from other modes to passenger rail

### ECONOMIC GROWTH

- Improves access to jobs within and between metropolitan areas for existing and new stations with increased service frequency, service types, and improved travel times
- Creates opportunities for economic and station area development with more connections within and between metropolitan areas both along the existing NEC and to markets served with a second spine
- Provides passenger rail network coverage and capacity to support population and employment growth beyond 2040

# Evaluating the Alternatives

The Tier 1 Draft EIS presents a detailed evaluation of the No Action and Action Alternatives for NEC FUTURE, including their effects on transportation, the economy, the built and natural environment, as well as projected ridership, capital and operating costs, construction requirements, and phasing.

The range of benefits and effects varies by Action Alternative, based on the service and infrastructure proposed. Examples of the findings are shown on this page.

## EFFECTS ON THE BUILT AND NATURAL ENVIRONMENT

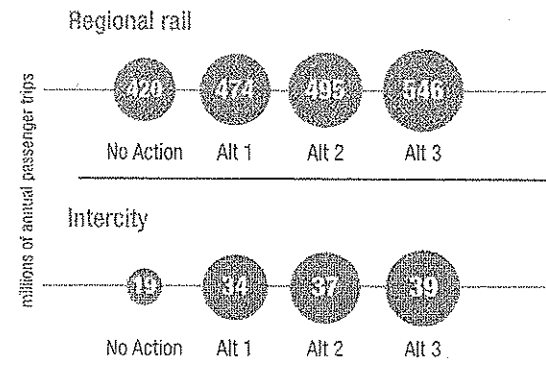
**Alternative 1:** Environmental impacts occur with the addition of two segments in Connecticut and Rhode Island outside of the existing NEC right-of-way, including impacts on land cover, water resources, ecological resources, prime farmlands, and prime timberlands.

**Alternative 2:** Environmental impacts primarily occur with the addition of a new segment between New Haven and Providence, via Hartford. Much of this area is less developed and key considerations are the effects of acquisitions and displacements in noted environmental justice communities, and impacts on prime timberlands and floodplains.

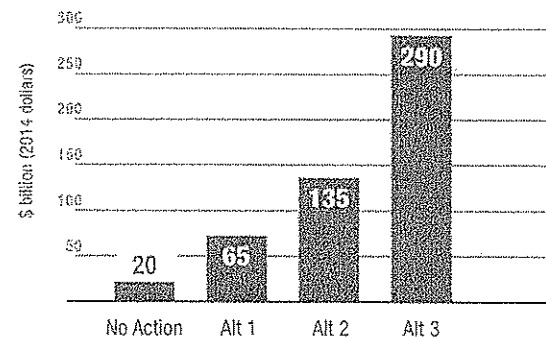
**Alternative 3:** Impacts to the built and natural environment occur along the entire length of the additional spine between Washington, D.C., and Boston, MA. A range of effects occur north of New York City, due to variations in routing; impacts include conversion of undeveloped land, acquisition of developed land, impacts on water and ecological resources, and conversion of prime farmland and timberlands.

More-detailed environmental reviews at the Tier 2 (project) level will be needed to identify specific community and resource impacts and benefits, seek public and agency input, and identify mitigation measures, if necessary.

## RIDERSHIP



## LEVEL OF INVESTMENT \*



\*Estimates are intended to be representative of the relative levels of investment that could be required and are for comparative purposes.

## The Benefits of Action

### For Passengers

- More frequent, reliable service — often with shorter travel times — and far fewer delays
- Ability to reach many more destinations conveniently by rail
- Greater range of ticket price options, allowing more affordable travel
- Easier travel arrangements across the NEC

### For the Region

- Easier travel and interaction among businesses
- Economic development of station areas and cities along the NEC
- Reduction in roadway vehicle miles traveled, energy use, and greenhouse gas emissions
- World class transportation to power regional growth and mobility for future generations



# What's at stake in this decision?

The selection of an investment program for the NEC will have far-reaching effects on transportation in the Northeast. It will help to define how and when the federal government, states, and railroads invest in upgrades to the NEC, with implications for the mix of rail services offered, service frequency, travel times, and stations served. The construction of new infrastructure and the operation of expanded services would create jobs and economic development opportunities, as well as result in impacts to properties and effects on the natural environment. The FRA has analyzed the No Action and Action Alternatives at a Tier 1 (broad) level of detail in order to understand and compare these effects. The analysis is presented in the Tier 1 Draft EIS.

## WHAT HAPPENS NEXT?

After considering the analysis presented in the Tier 1 Draft EIS and comments received from the public, agencies, and railroad stakeholders, the FRA will identify a preferred investment program (Preferred Alternative) that provides a framework

for future rail improvements on the NEC. The Tier 1 Final EIS will describe and evaluate this Preferred Alternative. The FRA will formally select an alternative (Selected Alternative) in a Record of Decision to complete the Tier 1 environmental review process, and develop a Service Development Plan that defines the process for implementing the Selected Alternative.

The Selected Alternative will be a road map for incremental improvement of the NEC necessary to achieve the selected vision for passenger rail in the NEC. A phasing plan will describe the priorities and proposed approach to implementing the improvements so that benefits throughout the NEC are maximized. As a framework for future rail improvements on the NEC, the Selected Alternative does not require any rail operator to fund or construct new infrastructure, but ensures that future investments by any entity are consistent with the long-term NEC vision and benefits all of its users. Improvements will be carried out as discrete projects that will undergo more detailed planning and environmental analysis.

## Help us make the smartest choice!

NEC FUTURE is a historic opportunity to shape the future of the NEC and help ensure that the Northeast region continues to thrive. The Action Alternatives reflect public and stakeholder input, but the FRA's work is not done. We still need your help and feedback to identify a Preferred Alternative.

## WHAT ROLE SHOULD THE NEC PLAY IN THE FUTURE OF THE NORTHEAST?

We hope you will help us make the best choice to keep our future on track. Please review the Tier 1 Draft EIS and submit your comments online, by email, or by letter until January 30, 2016, or attend a public hearing. Details are at the end of this brochure.

## REVIEW THE TIER 1 DRAFT EIS

Visit [www.necfuture.com](http://www.necfuture.com); copies are also available at libraries along the NEC.

The selection of an investment program for the NEC will have far-reaching effects on transportation in the Northeast.



# 4 ways you can submit your comment



Comment in person by:  
Attending a Public Hearing



Submit a comment online at:  
[www.necfuture.com](http://www.necfuture.com)



Comment via email:  
[comment@necfuture.com](mailto:comment@necfuture.com)



Or send comments to:  
NEC FUTURE  
Rebecca Reyes-Alicea  
U.S. DOT Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

Para información en español, visite: [necfuture.com/es](http://necfuture.com/es)

**Let us hear from you by January 30, 2016!**

## PUBLIC HEARING SCHEDULE

Wednesday, December 9	Boston, MA
Monday, December 14	New Haven, CT
Tuesday, December 15	New York, NY
Wednesday, December 16	Washington, DC
Thursday, December 17	Providence, RI
Monday, January 11	Philadelphia, PA
Tuesday, January 12	Minneapolis, MN
Wednesday, January 13	Hartford, CT
Thursday, January 14	Baltimore, MD
Tuesday, January 19	Newark, NJ
Wednesday, January 20	Wilmington, DE

For locations, visit [www.necfuture.com](http://www.necfuture.com).

Each hearing will run from 4-7 p.m., with scheduled presentations at 4:30 p.m. and 6:00 p.m. There will be an opportunity to speak following each presentation; if you plan to speak, please sign up when you arrive. A stenographer will also be available for private testimony, if you prefer. Comment cards will be available at each hearing. In the event of inclement weather, hearings may be canceled or rescheduled; please check the website at [www.necfuture.com](http://www.necfuture.com). If you require assistance to attend, please contact the NEC FUTURE team at [comment@necfuture.com](mailto:comment@necfuture.com) at least five days prior to the hearing you wish to attend.







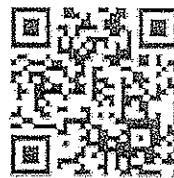
Thanks for your help in keeping

# Our Future on Track

-62-



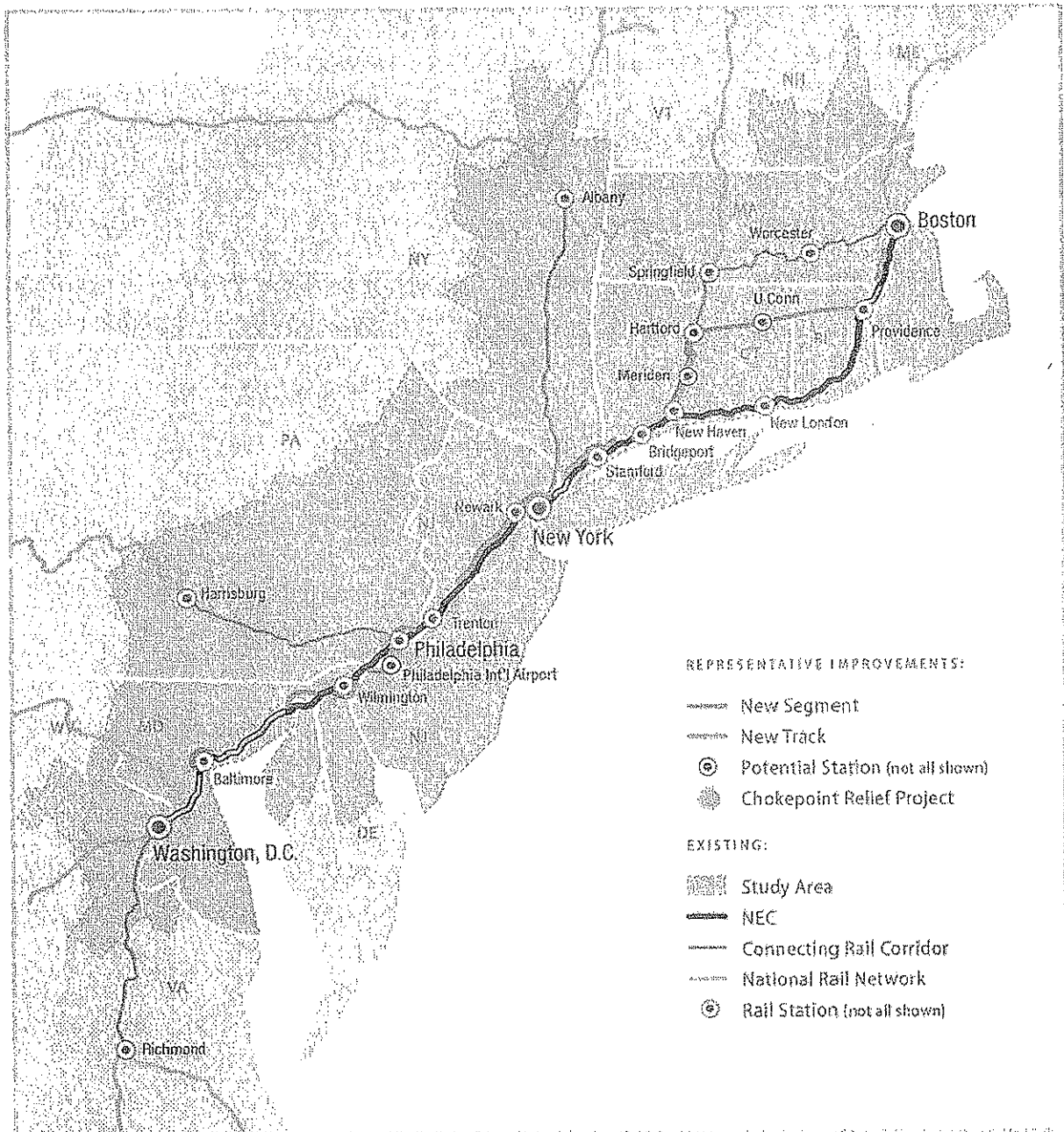
U.S. Department of Transportation  
Federal Railroad Administration



[necfuture.com](http://necfuture.com)

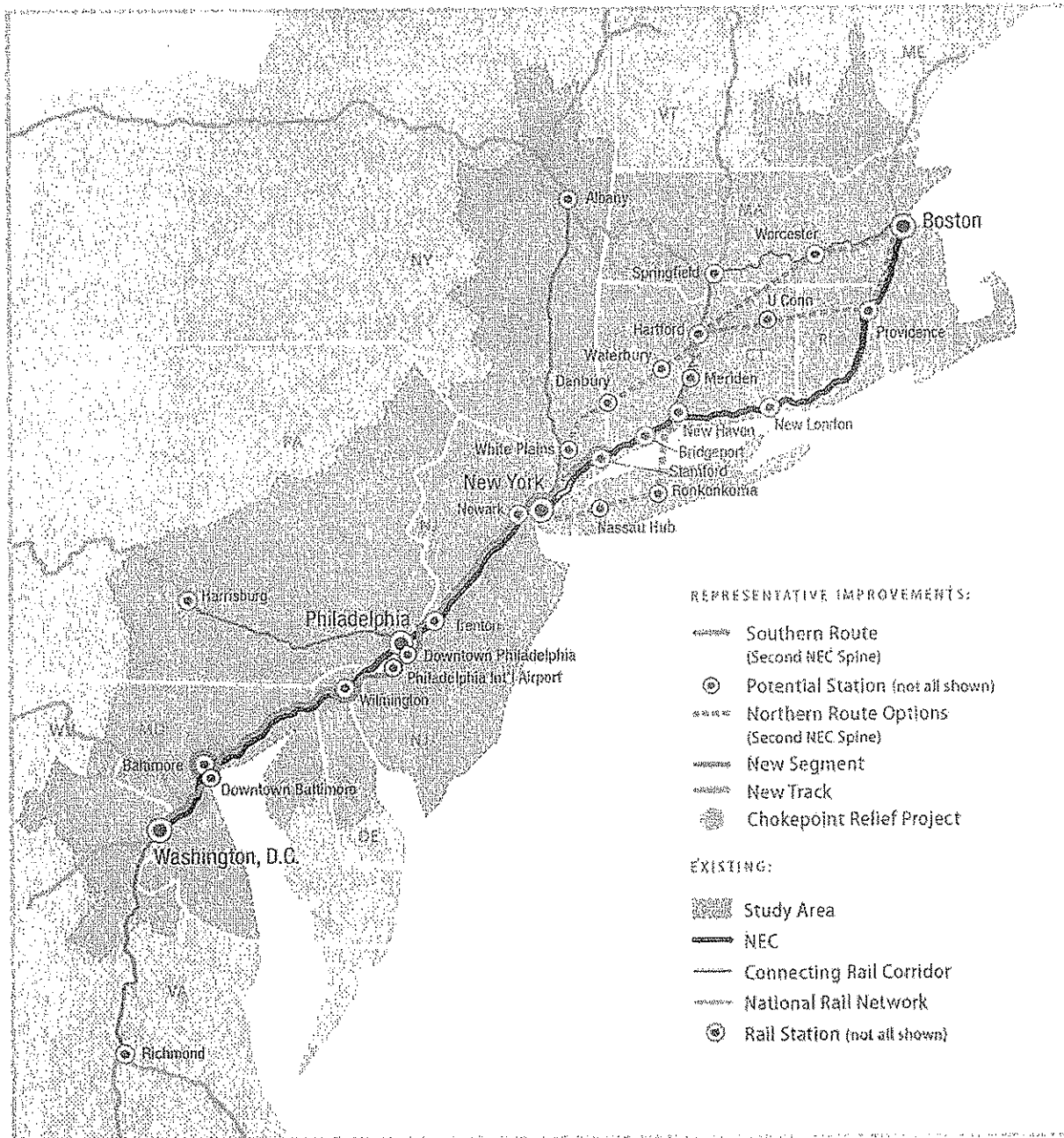


Figure 4-5: Alternative 2 (Chokepoint, New Track, and New Segment Locations)



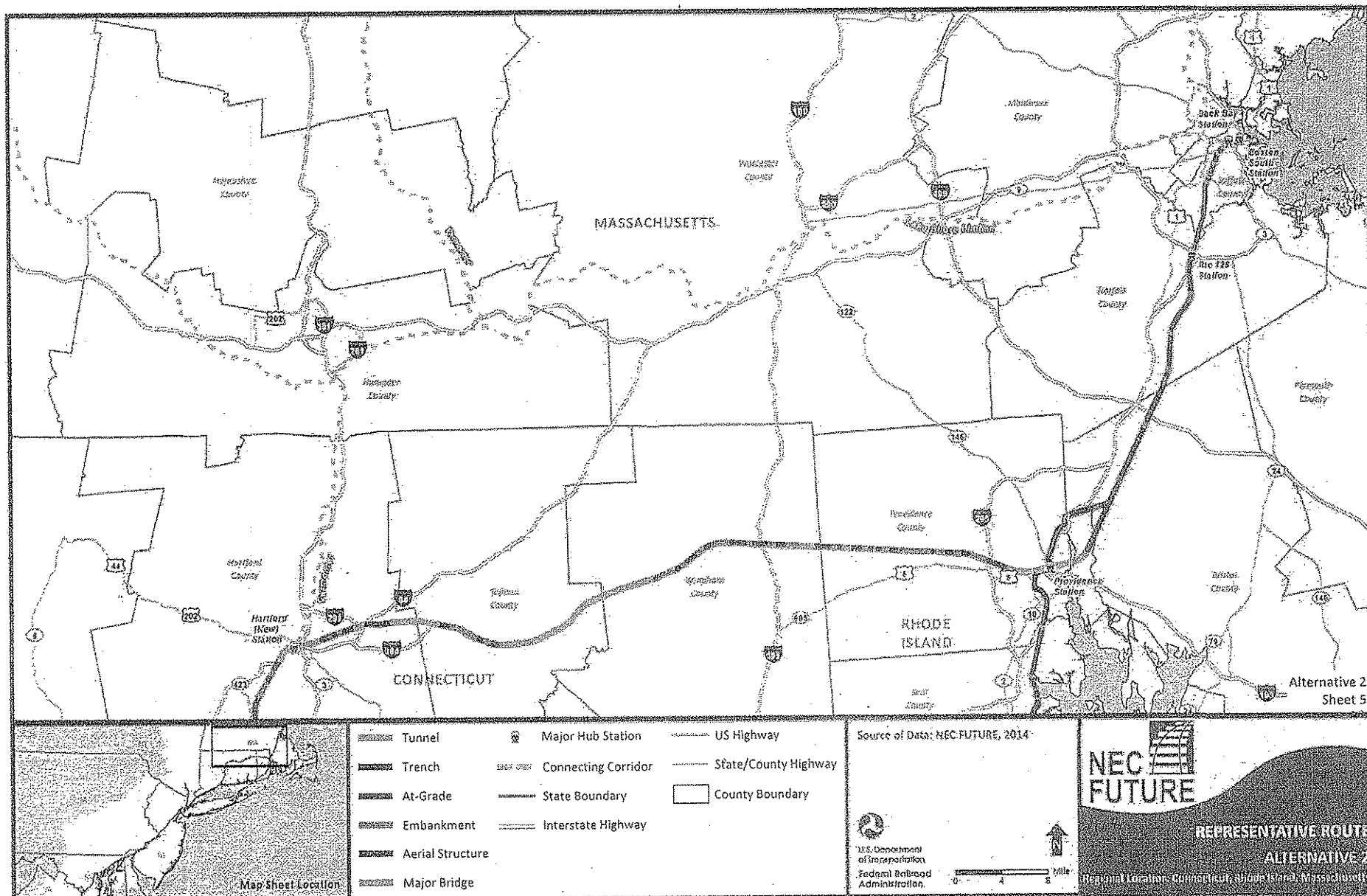
Source: NEC FUTURE team, 2015

Figure 4-6: Alternative 3 (Chokepoint, New Track, and New Segment Locations)











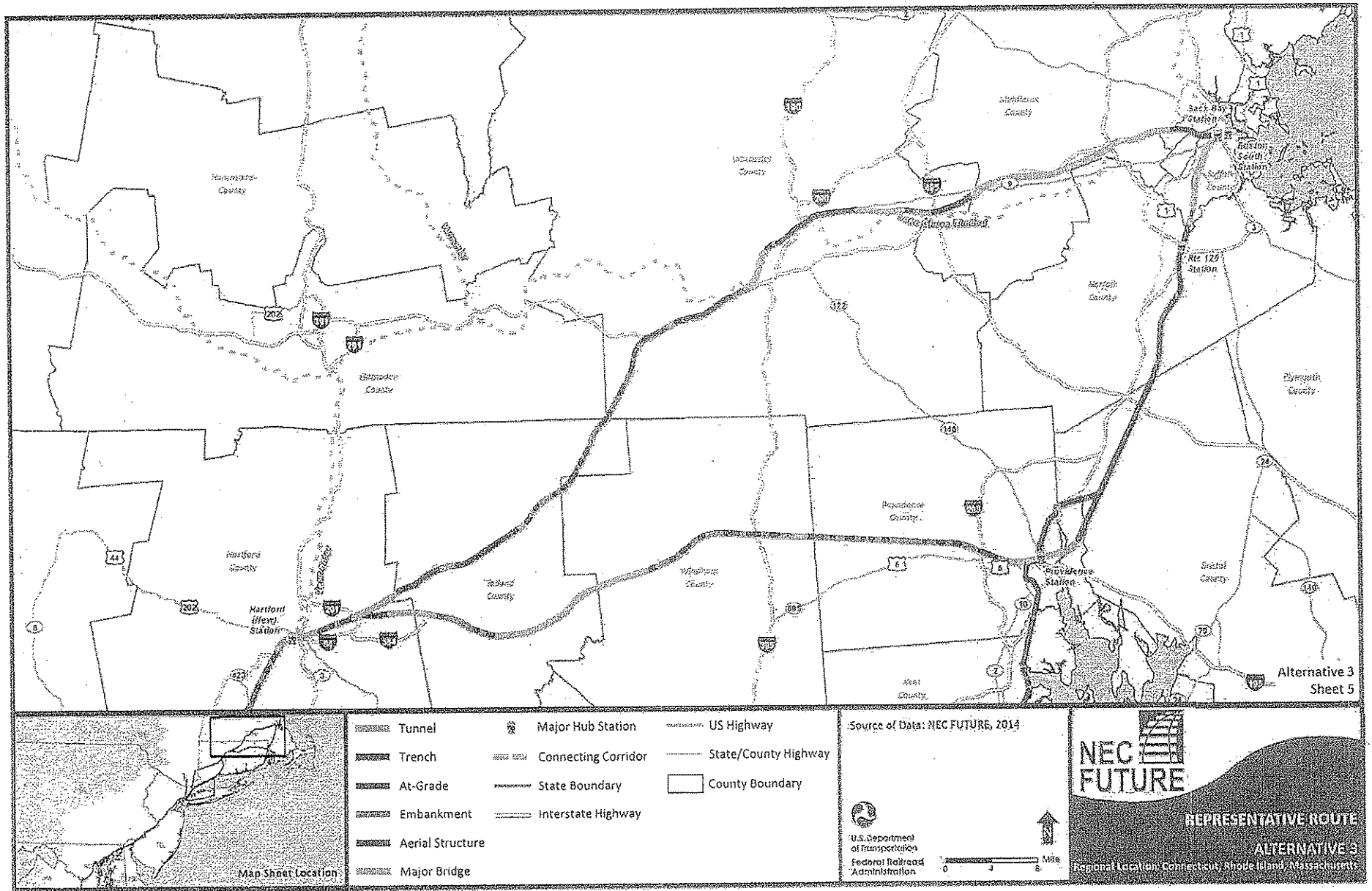


Table 7.1-4: Summary of Environmental Effects by New Segment (Alternative 2) (continued)

State	County	New Segment	Land Conversions	Displacement/Acquisitions	Prime Farmland	Prime Timberland	Parklands	Wild & Scenic Rivers	Floodplains	Freshwater Wetlands	Saltwater Wetlands	Navigable Waterways	Coastal Zone	ESH	EPH	T&E Species	Geologic Resources	HWC/M Sites	Cultural Resources (NHLs)	El Populations	Noise (Severe/Moderate)	Vibration	Climate Change area of SLR/Storm Surge
CT	Hartford	New Haven-Hartford-Providence	X	X	X	X	X	—	X	X	—	X	—	X	X	—	X	X	X	X	X	X	X
	Tolland	New Haven-Hartford-Providence	X	X	X	X	X	—	X	X	—	—	—	X	—	—	X	X	X	—	X	X	—
	Windham	New Haven-Hartford-Providence	X	X	X	X	X	—	X	X	—	—	—	X	—	X	—	—	X	—	X	X	—
RI	Providence	New Haven-Hartford-Providence	X	X	X	X	X	—	X	X	X	X	—	X	X	X	—	—	X	X	X	X	X
MA	Bristol	Sharon, MA to Westwood, MA/Route 128	X	X	X	X	—	—	X	X	—	—	—	X	—	X	—	—	X	—	X	—	X
	Suffolk	Sharon, MA to Westwood, MA/Route 128	X	X	—	—	—	—	X	X	—	—	—	—	—	X	X	—	X	X	X	—	—

Source: NEC FUTURE team, 2015

X = Potential for effects identified for new segment under Alternative 2.

Table 7.1-8: Summary of Environmental Effects by New Segment (Alternative 3 – Hartford to Boston via Providence)

State	County	Land Conversions	Displacement/Acquisitions	Prime Farmland	Prime Timberland	Parklands	Wild & Scenic Rivers	Floodplains	Freshwater Wetlands	Saltwater Wetlands	Navigable Waterways	Coastal Zone	ESH	EPH	T&E Species	Geologic Resources	HWCM Sites	Cultural Resources (NHIs)	EL Populations	Noise (Severe/Moderate)	Vibration	Climate Change area of SLR/Storm Surge
CT	Hartford	X	X	X	X	—	—	X	X	—	X	—	X	X	X	X	X	—	X	X	X	X
	Tolland	X	X	X	X	X	—	X	X	—	—	—	X	—	—	—	X	—	—	X	X	—
	Windham	X	X	X	X	X	—	—	X	—	—	—	X	—	X	—	—	—	—	X	X	—
RI	Providence	X	X	X	X	X	—	X	X	—	X	—	X	X	X	—	—	—	X	X	X	—
MA	Bristol	X	X	X	X	—	—	X	X	—	—	—	X	—	X	—	—	—	—	X	X	X
	Norfolk	X	X	X	X	X	—	X	X	—	—	—	X	—	—	X	X	—	—	X	X	—
	Suffolk	X	X	—	—	—	—	X	X	—	—	X	—	—	X	X	X	—	X	X	X	—

Source: NEC FUTURE team, 2015

X = Potential for effects identified for new segment under Alternative 3.

Table 7.1-10: Summary of Environmental Effects for New Stations by County for Action Alternatives (continued)

State	County	Station ID	Alt. 1	Alt. 2	Alt. 3	Station Type	Land Conversions	Prime Farmland	Prime Timberland	Parklands	FSH	EFH	T&E Species	Geologic Resources	HWCM Sites	Cultural Resources (NHLs)	Climate Change Inundation Effects Mid-Century
NY	Westchester	151	—	—	X	Hub	X	X	X								
		152	—	—	X												
CT	Fairfield	94	X	X	X	Major Hub							X		X	X	X
		106	—	—	X	Hub											X
		107	X	X	X	Local							X				
		154	—	—	X	Hub	X	X	X		X		X				
	New Haven	112	—	—	X	Major Hub							X			X	X
		155	—	—	X	Hub	X		X		X		X				X
		156	—	X	X						X		X				X
	Middlesex	120	X	—	—	Hub	X	X	X		X		X		X		X
	New London	124	X	—	—	Major Hub	X		X		X					X	
	Hartford	161		X		Local	X		X		X					X	X
		164	—	X	X	Major Hub							X	X	X	X	
	Tolland	165	—	—	X	Hub	X	X	X		X						
		166	—	X	X		X	X	X		X					X	
RI	Providence	129	—	X	X	Major Hub				X	X		X			X	X
		130	X	X	X	Local							X				
MA	Worcester	175	—	—	X	Hub	X		X		X						X
	Middlesex	181	—	—	X	Hub	X		X		X						
	Suffolk	142	—	—	X	Major Hub							X		X	X	
		182	—	—	X	Hub											

Source: NEC FUTURE team, 2015

Notes: Land conversions for new stations are inclusive of acquisitions and possible displacements since the FRA assumed that all new station would require acquisitions. There are no wild and scenic rivers or other water resources identified near new stations. EJ populations were identified on a county level and not affiliated with individual station effects.

X = Potential for Effects

— = Not applicable within that alternative/option

Blank Cell = No effects identified for subject resource for listed station for specified alternative.

Due to the nature of noise and vibration impacts, they are not affiliated with individual stations.

Table 7.20-3: Environmental Consequences: Cumulative Effects – Impact of Action Alternatives on Key Resource Areas

Environmental Resources	Alternative 1	Alternative 2	Alternative 3
Transportation	<ul style="list-style-type: none"> <li>Passenger rail travel between the Washington, D.C., and Boston metropolitan area pair would result in passenger rail trip making occurring more than five times the amount of the No Action Alternative instead of automobile travel.</li> <li>Washington Union Station, Penn station New York, and Boston South Station have the greatest increase in daily boardings for Intercity and Regional rail service.</li> <li>The largest reductions in travel times for Intercity trips occur between New Haven and Newark Penn Station.</li> <li>Newark, DE has the greatest projected percentage growth in regional rail trips.</li> </ul>	<ul style="list-style-type: none"> <li>Passenger rail travel between the Washington, D.C., and Boston metropolitan area pair would result in passenger rail trip making occurring more than five times the amount of the No Action Alternative instead of automobile travel.</li> <li>Washington Union Station, Penn station New York, and Boston South Station have the greatest increase in daily boardings for Intercity and Regional rail service.</li> <li>The largest reductions in travel times for Intercity trips occur between New Haven and Newark Penn Station.</li> <li>Newark, DE has the greatest projected percentage growth in regional rail trips.</li> </ul>	<ul style="list-style-type: none"> <li>Passenger rail travel between the Washington, D.C., and Boston metropolitan area pair would result in passenger rail trip making occurring more than five times the amount of the No Action Alternative instead of automobile travel.</li> <li>Washington Union Station, Penn station New York, and Boston South Station have the greatest increase in daily boardings for Intercity and Regional rail service.</li> <li>The largest reductions in travel time for Intercity trips occur between Boston South Station and Penn Station New York.</li> <li>Newark, DE has the greatest projected percentage growth in regional rail trips.</li> </ul>
Indirect Effects	<ul style="list-style-type: none"> <li>Potential for induced growth spurred by improvements in rail capacity and accessibility is greatest in the Greater Boston Area.</li> <li>Potential for induced growth spurred by improvements in travel time and rail capacity to New York City is greatest in the Greater Boston and Greater Providence areas.</li> </ul>	<ul style="list-style-type: none"> <li>Potential for induced growth spurred by improvements in rail capacity and accessibility is greatest in the Greater Hartford Area.</li> <li>Potential for induced growth spurred by improvements in travel time and rail capacity to New York City is greatest in the New York-North Jersey Area and the Greater Hartford Area.</li> </ul>	<ul style="list-style-type: none"> <li>Potential for induced growth spurred by improvements in rail capacity and accessibility is greatest in the Greater Hartford area.</li> <li>Potential for induced growth spurred by improvements in travel time and rail capacity to New York City is greatest in the New York-North Jersey Area, as well as to the north in the Greater Hartford, Providence, and Boston areas.</li> </ul>

Table 7.20-3: Environmental Consequences: Cumulative Effects – Impact of Action Alternatives on Key Resource Areas  
(continued)

Environmental Resources	Alternative 1	Alternative 2	Alternative 3
Land Cover	<ul style="list-style-type: none"> <li>Most of the potential conversions of undeveloped land cover within the Representative Route of this alternative would occur in Connecticut, where the addition of the Old Saybrook-Kenyon segment is proposed outside the existing NEC through New London County, CT.</li> </ul>	<ul style="list-style-type: none"> <li>Most of the potential conversions of undeveloped land cover within the Representative Route of this alternative would occur in Connecticut, where the addition of the New Haven-Hartford-Providence segment outside the existing NEC through New Haven, Hartford, Tolland, and Windham Counties, which include many acres of undeveloped land cover.</li> </ul>	<ul style="list-style-type: none"> <li>Most of the potential conversion of undeveloped land cover within the Representative Route of this alternative would occur in Connecticut and Maryland.</li> <li>Maryland contains the most acres of potential conversion of undeveloped land cover for this alternative, where the Representative Route outside the existing NEC through Baltimore, Harford, and Cecil counties includes many acres of Forest/Shrub, Grassland/Cultivated, and Wetlands land cover.</li> </ul>
Hydrologic/Water Resources	<ul style="list-style-type: none"> <li>The most freshwater wetlands within the Representative Route of this alternative are present in Connecticut and Rhode Island.</li> <li>Most saltwater wetlands and Coastal Zone Management Act (CZMA) boundaries are in Connecticut associated with the Long Island Sound.</li> </ul>	<ul style="list-style-type: none"> <li>The most freshwater wetlands within the Representative Route of this alternative are present in Connecticut and Rhode Island.</li> <li>Most saltwater wetlands and CZMA boundaries are in Connecticut associated with the Long Island Sound.</li> </ul>	<ul style="list-style-type: none"> <li>The most freshwater wetlands within the Representative Route of this alternative are present in Maryland.</li> <li>Most saltwater wetlands and CZMA boundaries are in Connecticut.</li> </ul>

Table 7.20-3: Environmental Consequences: Cumulative Effects – Impact of Action Alternatives on Key Resource Areas  
(continued)

Environmental Resources	Alternative 1	Alternative 2	Alternative 3
Ecological Resources	<ul style="list-style-type: none"> <li>Ecologically Sensitive Habitat (ESH) impacts within the Representative Route of this alternative are concentrated in Connecticut, which would have the most terrestrial and saltwater ESH impacts. Maryland would have the most freshwater ESH impacts.</li> <li>Threatened and Endangered (T&amp;E) species and their critical habitats are of particular concern in Connecticut and Maryland.</li> <li>Essential Fish Habitat (EFH) crossings are concentrated in New York and Connecticut.</li> </ul>	<ul style="list-style-type: none"> <li>ESH impacts within the Representative Route of this alternative are concentrated in Connecticut, which would have the most terrestrial and saltwater ESH impacts. Maryland would have the most freshwater ESH impacts.</li> <li>T&amp;E species and their critical habitats are of particular concern in Connecticut and Maryland.</li> <li>EFH crossings are concentrated in New York and Connecticut.</li> </ul>	<ul style="list-style-type: none"> <li>ESH impacts within the Representative Route of this alternative are concentrated in Connecticut, which would have the most terrestrial and saltwater ESH impacts. Maryland would have the most freshwater ESH impacts.</li> <li>T&amp;E species and their critical habitats are of particular concern in Connecticut and Maryland.</li> <li>EFH crossings are concentrated in New York and Connecticut.</li> </ul>
Cultural Resources and Historic Properties	<ul style="list-style-type: none"> <li>The most cultural resources and historic properties within the Representative Route are concentrated in Connecticut.</li> </ul>	<ul style="list-style-type: none"> <li>The most cultural resources and historic properties within the Representative Route are concentrated in Connecticut.</li> </ul>	<ul style="list-style-type: none"> <li>The most cultural resources and historic properties within the Representative Route are concentrated in Connecticut.</li> </ul>
Environmental Justice (EJ)	<ul style="list-style-type: none"> <li>Greatest potential for negative environmental effects in EJ census tracts in Maryland and Connecticut.</li> <li>Benefits of decrease travel time and increase service reliability and improved access, frequency, and mobility for the entire population, including EJ populations, throughout the Study Area.</li> </ul>	<ul style="list-style-type: none"> <li>Greatest potential for negative environmental effects in EJ census tracts in Pennsylvania, New Jersey, New York, and Connecticut.</li> <li>Benefits of decrease travel time and increase service reliability and improved access, frequency, and mobility for the entire population, including EJ populations, throughout the Study Area.</li> </ul>	<ul style="list-style-type: none"> <li>Greatest potential for negative environmental effects in EJ census tracts in Maryland, Pennsylvania, New York, Connecticut, Rhode Island, and Massachusetts.</li> <li>Benefits of decrease travel time and increase service reliability and improved access, frequency, and mobility for the entire population, including EJ populations, throughout the Study Area.</li> </ul>

Table 7.20-3: Environmental Consequences: Cumulative Effects – Impact of Action Alternatives on Key Resource Areas  
(continued)

Environmental Resources	Alternative 1	Alternative 2	Alternative 3
Air Quality	<ul style="list-style-type: none"> <li>Reduction in criteria pollutants in all states.</li> <li>Reduction in mobile source air toxics (MSATs) in all states.</li> <li>The net total CO<sub>2</sub> emissions decrease in all states.</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in criteria pollutants in all states.</li> <li>Reduction in MSATs in all states.</li> <li>The net total CO<sub>2</sub> emissions decrease in all states.</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in criteria pollutants in all states.</li> <li>Reduction in MSATs in all states.</li> <li>The net total CO<sub>2</sub> emissions decrease in all states.</li> </ul>
Climate Change	<ul style="list-style-type: none"> <li>The projected increase in the number of days per year above 95°F is most dramatic in Maryland, Washington, D.C., Delaware, Pennsylvania, and New Jersey.</li> <li>Inundation risk is greatest in four counties in Connecticut (Fairfield, New Haven, Middlesex, and New London Counties).</li> </ul>	<ul style="list-style-type: none"> <li>The projected increase in the number of days per year above 95°F is most dramatic in Maryland, Washington, D.C., Delaware, Pennsylvania, and New Jersey.</li> <li>Inundation risk is greatest in four counties in Connecticut (Fairfield, New Haven, Middlesex, and New London Counties).</li> </ul>	<ul style="list-style-type: none"> <li>The projected increase in the number of days per year above 95°F is most dramatic in Maryland, Washington, D.C., Delaware, Pennsylvania, and New Jersey.</li> <li>Inundation risk is greatest in four counties in Connecticut (Fairfield, New Haven, Middlesex, and New London Counties).</li> </ul>

Source: NEC FUTURE team, 2015



# TOWN OF MANSFIELD



Paul M. Shapiro, Mayor

AUDREY P. BECK BUILDING  
FOUR SOUTH EAGLEVILLE ROAD  
MANSFIELD, CT 06268-2599  
(860) 429-3330  
Fax: (860) 429-6863

January 26, 2016

## DRAFT LETTER FOR REVIEW

NEC FUTURE  
U.S. DOT Federal Railroad Administration  
One Bowling Green, Suite 429  
New York, NY 10004

Submitted via email to: [comment@necfuture.com](mailto:comment@necfuture.com)

Subject: NEC Future Tier 1 Draft Environmental Impact Statement

Dear Administrator Feinberg:

The Town of Mansfield is cautiously optimistic at the possibility of introducing passenger rail service to our community as part of the proposed Hartford to Boston via Providence routes as described in Alternatives 2 and 3 of the Draft EIS. While Mansfield remains largely a rural community, there is strong interest in having local access to a multi-modal transportation system that will provide residents with options to use public transportation to travel around New England and along the east coast. The Town has long supported the restoration of passenger rail service from New London to Vermont along the existing north-south rail corridor and plans for an east-west corridor are encouraging.

The expansion of rail service contemplated in the Draft EIS would provide additional options for our residents, improving access to nearby metropolitan areas such as Hartford, Providence, Boston and New York. Additionally, as home to the main campus of the University of Connecticut (UConn), and particularly as UConn continues to grow its student population and expand its campus, there is continual pressure on our rural roads from vehicular traffic associated with this campus growth. The expansion of Northeast Corridor rail service to Mansfield would likely help to mitigate traffic impacts associated with UConn.

It is our understanding that once a preferred alternative is selected, a Tier 2 Environmental Impact Statement will be prepared. Preliminarily, we raise the following issues and concerns and ask that these issues be fully examined and addressed as part of any future EIS process.

- **Route and Station Location.** Based on the maps of Alternatives 2 and 3 contained in Appendix A of the draft EIS, it appears that the route segment running through Mansfield is located in a rural area of town. This alignment not only will have significant impact on our neighborhoods, it will fail to provide rail service to key employment centers in the area, thereby diminishing its impact. As the proposal contemplates a new hub station in Mansfield, we would prefer that the alignment be shifted to coincide with one of the Smart Growth Development areas identified in our Plan of Conservation and Development. One of the primary goals of our future land use plan is to direct new growth and development to these Smart Growth Development areas to protect the rural character of the rest of the community. These areas have been designated for more intense growth based on the availability of public infrastructure (water and sewer service) that can support higher densities needed for transit-oriented development.

For example, a more northerly alignment through the Storrs area would provide direct access to the main

campus of the University of Connecticut, a new technology park planned at the University, and our new downtown. A more southerly alignment in the vicinity of Route 6 would provide access to the town's other major commercial area at the intersection of Routes 6 and 195 as well as access to Willimantic, a historic downtown located in the Town of Windham to our south.

- **Impacts to Environmental Resources and Rural Character.** The protection and conservation of our natural resources and rural character is of paramount importance to our residents. Due to the high-level nature of the analysis conducted as part of the Tier 1 EIS we are unable to determine the actual impact on our community at this time. We strongly encourage you to select an alignment and station location that minimizes impacts to our natural resources and rural character. We will provide additional comments on impacts and mitigation measures as part of the Tier 2 EIS review process.
- **Rail Connections.** The Town has been working with other communities and the New England Central Railroad for many years to encourage restoration of passenger rail service between New London and Vermont using the existing rail line in Mansfield. While the potential for this service is in the early stages of evaluation, we believe that it offers tremendous opportunity when paired with the Hartford to Providence connection envisioned in the EIS. We hope that you will consider this potential and work with state officials to explore that connection.
- **Community Outreach.** As you move forward with a Tier 2 EIS, extensive community outreach will be needed in each of the affected communities to ensure that residents and other stakeholders have ample opportunity to understand and comment on the proposed action and mitigation measures. This is particularly critical in areas where new rail routes and stations are proposed, such as Mansfield.

If you have any questions regarding these comments, please contact Linda Painter, our Director of Planning and Development.

Sincerely,

Paul M. Shapiro  
Mayor

JoAnn Goodwin  
Chair, Mansfield PZC

Cc: Town Council  
Planning and Zoning Commission  
Transportation Advisory Committee



**Town of Mansfield  
Agenda Item Summary**

**To:** Town Council  
**From:** Matt Hart, Town Manager  
**CC:** *MEC* Maria Capriola, Assistant Town Manager  
**Date:** January 25, 2016  
**Re:** Presidents' Day Ceremonial Presentation Planning Subcommittee

---

**Subject Matter/Background**

Staff has placed this item on the agenda so the Council may appoint members to the planning subcommittee for the Presidents' Day ceremonial presentation.

PAGE  
BREAK

## Committee on Committees

---

January 20, 2016

At the January 20, 2016 special meeting of the Committee on Committees, the following recommendations were approved:

The following appointments were approved as recommendations to the Town Council:

The appointment of Jamie Lang-Rodan as an alternate on the Board of Ethics for a term ending June 30, 2018

The appointment of Pamela Roberts to the Mansfield Advocates for Children for a term ending June 30, 2019

The appointment of Jason Stearns as an alternate on the Agriculture Committee for a term ending October 12, 2018

The reappointment of Susan Harrington, Julianna Barrett and Tom Harrington to the Parks Advisory Committee for terms ending August 1, 2019 and William Thorne for a term ending August 1, 2017

The reappointment of Michael Soares to the Open Space Preservation Committee for a term ending December 31, 2017 and Roberta Coughlin (alternate) and Vicky Wetherell for terms ending December 31, 2018

PAGE  
BREAK

To: Town Council

From: Agriculture Committee

Date: January 5, 2016

Re: Spring Brook Farm/Ravine Road

During the committee's January 5, 2016 meeting and during a field trip on December 30, 2015, the committee was asked by Karen Green to review the impact of potential changes to Ravine Road on her farm, Spring Brook Farm. The approximately 500-acre farm is a diversified operation, including 100 head of grass-fed cattle and 30 sheep on pasture. The unpaved section of Ravine Road passes through the middle of the east side of the farm. The only access to the majority of the farm's land (hay fields and pasture) is from this unpaved section. Monitoring the animals requires daily use of the unpaved section, and cattle and sheep move between fields on this section periodically. Haying equipment travels the road at least twice a year. Thus, the unpaved section of Ravine Road is an important artery for farm operations. Safe and unhindered use of this road is essential to the viability of this agricultural business.

The committee is concerned about traffic on Ravine Road, which has some poor sight lines and sections that are not wide enough for two vehicles to pass safely. Vehicles have been speeding along this road as a short cut to and from the University, particularly because GPS programs guide drivers to that road. Improvements to the road would encourage faster speeds and would not resolve the blind spots, thus creating more hazardous conditions for use by farm machinery and farm animals. Future development of the adjoining Depot Campus would bring more people to Ravine Road, making the road even less safe.

Another concern is trespassing on the farm fields. Continued public access to the unpaved section is a concern, especially because this section passes through the middle of the farm and is secluded and difficult to police. Increased recreational use is not compatible with this location because it would increase the number of people tempted to trespass on the

farm, a special concern in livestock pastures. In addition, a dedicated recreational path on Ravine Road would have safety concerns for walkers and bikers because it is secluded and because it would lead to a part of Route 32 that is unsafe for walking and biking.

Beyond immediate impacts on the farm are potential impacts on the Town. The Mansfield Tomorrow Plan for the Town includes goals to increase agricultural land as a priority both for economic development and open space. The Plan also cites the fiscal benefits of farmland: "Municipal tax studies have shown that...agricultural land and open space generate significantly more revenue than the cost of municipal services they require..." Thus, retention of farmland and support for the farming activities that sustain farmland are important to the Town's fiscal well being.

The loss of this 500-acre farm to development would have a negative impact on the town's cost of services. It would also mean the loss of agricultural land and loss of a local business providing healthy food to local residents. The committee urges the Council to consider the viability of this farm as an important factor while it makes a decision about Ravine Road. The Plan recommends support for agricultural business, and now is an opportunity to implement that recommendation.

The only persons who must use Ravine Road are those who operate the farm and those who maintain utility lines along the road. The current state of the road is sufficient for these uses. Others have alternative routes on safer roads. The committee is concerned about the proposed cost of \$100,000 or more to upgrade Ravine Road, while other roads that have more benefits to residents are awaiting repairs. The proposed repair funds for Ravine Road would be better spent on major roads in Town.



Dear Council Members,

January 16, 2016

My name is Karen Green, and I am the current owner and operator of Spring Brook Farm, here in Mansfield. This diversified farm has been continually operated by the Green family since the 1700s. The farm consists of almost 500 acres of land and is located within the boundaries of N. Eagleville Road, Bone Mill Road, the former Mansfield Training School and the Willimantic River. Ravine Road, which is basically an old dirt cow path, runs in an easterly direction from RT 32 to Bone Mill Road, and it bisects our property for approximately a half mile on the dirt section of the road. Ravine Road provides access to approximately 390 acres of our property and we use this road extensively to maintain our land, harvest our crops and care for our pastured animals. On the approximately 1300 feet of the paved section that is closet to RT 32, there are 6 residences. Until 2001, our farm predominantly sold milk, but since then our family has diversified and we now raise and sell beef cattle, sheep, pigs, chickens and we produce honey and maple syrup. Our herd of 100 cattle consists predominantly of Devons which are a heritage, triple-purpose breed of cattle that are used for milking, beef production and oxen. Our beef and pigs are sold at auction, and we cater to private sales having a customized approach to individual buyers who seek organic, grass-fed products.

In March of 2015, the Mansfield Public Works department closed Ravine Road for safety issues that resulted from an overbearing winter and snow load. The road remains closed, and temporary gates have been installed at both ends of the dirt section of the road in the area where Spring Brook Farm is the only abutter to the road. While it was the appropriate action for the town to take, we have struggled with the on going temporary access. Please understand that even prior to this closure; the vehicular traffic on Ravine Road has posed an enormous problem for the farm and its daily activities for many years, even decades. Our

daily activities place us on Ravine Road, and in 2011, I met with the Traffic Authority to express my concerns for the safety of myself and my family, and possible options to closing the road. The town recognized that oversized vehicles should not be permitted to travel on this road and signs were erected; however, our farm still engages in these activities as it is impossible for our agricultural business to conduct its business without the use of large vehicles and equipment. This extremely narrow road, with its steep southerly embankment, void of guardrails, is not safe for vehicles to travel on to begin with. When that scenario is coupled with the movement of our agricultural equipment, which includes large trucks, tractors, mowers, haying equipment as well as logging trucks, it spells disaster. I'm sure that the council is aware of the recent vehicle vs. tractor accident on Mansfield Avenue; a comparable scenario that can be prevented with the appropriate discontinuance of Ravine Road. In addition, with its close proximity to the University of CT, Ravine Road has been used as a short cut for individuals pressed for time as they travel to the campus and most disturbingly, their activities go unnoticed on a road that is not monitored by local authorities. Ravine Road was not intended for this purpose, in fact, its intent and design is for the Green Family to access their farmland, and to this very day, we still carry on the old custom of moving our cattle from field to field by herding them down Ravine Road. Hundreds of years since the farm was established, we still need the same uninhibited access so that this farm may continue to operate and produce food for the local community.

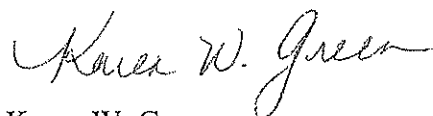
Discontinuance of the road would solve the problem for our business and our family, and in addition, it would solve many problems for the public works department who spend countless hours maintaining and grooming this old dirt road that is grossly overused; the abuse will only continue to grow once the new technology park is completed. In addition, regardless of the safety measures that the public works department would need to apply to this

road to re-open it, the fact remains that the travelers on this road will continue to regard this unlit, unmonitored dirt path as a short cut; simply installing guardrails will not make this road safe for the public, myself or for conducting agricultural activities. As a tax payer, I believe that the discontinuance of Ravine Road is the only solution to the unending problems with the road. In addition, discontinuance will spare all taxpayers not only the possible burden of allocating 100,000 to repair the road, but it will also spare us the additional tax dollars that will be required for the up keep of the road and on-going maintenance fees.

To lessen any cost associated with discontinuing the dirt section of Ravine Road and closing this section for public use, I have offered to donate to the town the land needed to create a cul-de-sac or a safe turn around. I have also considered that some of residents on Ravine Road enjoy walking or riding their bikes on Ravine Road and would continue to acknowledge that use should the road be discontinued and maintained privately. However, I strongly object to the use of Ravine Road as a public hiking or bike trail as this type of activity is detrimental to the farm's daily activity. Recreational activity adjacent to agricultural land encourages trespassing; offenders often perceive the land as publically owned, which increases the overall liability of my farm and its ability to operate.

Instead of allocating one hundred thousand dollars of taxpayers' money to re-open this road, I implore the council to consider discontinuing the road on the dirt section and returning it to the only abutters in that area, which is Spring Brook Farm. The legacy of our farm is noteworthy and the council's decision is critical to the future of this prime agricultural land; without the discontinuance of the road, the lure of development would be difficult to resist.

Respectfully submitted,

A handwritten signature in cursive script that reads "Karen W. Green".

Karen W. Green  
Spring Brook Farm

January 18, 2016

Dear Council Members,

We are writing to the Council regarding our concern over Ravine Road and the proposed plans for its re-opening. When the Mansfield Public Works department closed this road in March 2015 for safety concerns, they did so for very good reason. Originally a cow path for the abutting farm, the dirt section of this road was never meant to accommodate the traffic it has over recent years. The narrowness of the road and the steep grade on one side are a risk for the public who choose to travel that way. The "road" that bisects Spring Brook Farm was originally meant to allow the Green family access to their farmland, not serve as a daily travel route.

As the third and fourth generation of our family to live on our property, we have seen the negative effects of the increase in University traffic looking for shortcuts. Similar to the section of Bone Mill Road that abuts our property, travelers are unmonitored and abuse the use of the dirt road. We have witnessed the frequent speeding and near misses of cars passing each other on this narrow path. The safety of the Green family and its livestock should not be overlooked as they attempt to access their land using the road that was originally designed for *their* use.

We are not in favor of using \$100,000 of our tax dollars to "upgrade" and re-open this road. This expense will not be a one-time expense as this road is not meant for daily traffic. The continuing upkeep of the road will continue to drain tax dollars from the town coffers. Instead of allocating money to re-opening this road, please consider discontinuing public use of the road and the recent proposal by Ms. Green to return use to the farm. Under her proposal, the road would return to its original intention and upkeep will be the responsibility of Spring Brook Farm, not tax payers.

The Spring Brook Farm is an important asset to Mansfield's agricultural community and our family's neighborhood. The possible loss of this legacy will only be a detriment to the local community and its agricultural future.

Respectfully submitted,

John and Patricia Slyman  
227 Birch Road

Dear Council Members

My name is Paul Brazeau and I reside at 5 Old Mill Court, Mansfield, Ct. I retired from the University of Connecticut in 2013 having worked there for 32 years. I am writing to you regarding my concern over Ravine Road. My understanding is that the road was closed by the Mansfield Public Works department in March, 2015 for safety reasons. It is also my understanding that the road is currently open and accessible to the handful of residents on the paved section of the road that is closest to Route 32, and that the section of Ravine Road that has been closed is the dirt section that abuts farmland. As a resident of Mansfield for the last 57 years, I am well aware that the closed section bisects the Green's diversified family farm, and since its closure, the family has been restricted in their free use of their property. From the information available from the Traffic Authority, I understand that this very unsafe dirt road would require approximately 100,000 dollars of taxpayers' money to use for improvements so that the road could be re-opened and I am writing to you to strongly oppose that recommendation. I also strongly oppose the use of the road for any other recreational type of activity that would require tax payers' dollars to fund or maintain.

My recommendation is to discontinue the road and return it to the Green family so that they can continue to farm their land without restrictions.

Sincerely Yours,

*Paul T. Brazeau Jr*

Dear Council Members,

January 16, 2016

My name is Lisa Adams, RN of 180 Stafford Road. Mansfield Center, Connecticut. I am writing this letter to the members on this board to address an issue regarding Ravine road in Mansfield. As a property owner in Mansfield since 1980, I am expressing my point of view regarding the council's presented options regarding Ravine road.

Point One: As a property owner that has a variety of animals including ponies, horses, pigs and on occasion a cow or two over the last 36 years - I have issues with people walking through my property because it is adjacent to a power line. Users include hikers/ bikers who have seen my animals and thought of how cute how nice, let's pet the ponies. These individuals have damaged my fences and let my horses out on occasions. Abusers such as this set themselves up to be hurt or to hurt my animals. I would have been liable. This stopped when Cheney's golf course was built and he put up chained link fence and a gate to block off access to the trespassers. With this said, I believe that Ravine Road, which is currently closed, should remain closed on behalf of the working farm that abuts the road.

Point 2: I use the Greens family diversified farm to provide goods and services to myself, my family and my animals. This is a working farm and has been for as long as I have been a resident- over 36 years I believe strongly and encourage the town to close Ravine road, which is currently not in use and is in very poor condition, and return it the abutters, Green's farm. I also strongly oppose the use of Ravine Road for any other type of recreational activity that would create a situation where public use would increase trespassing. Think of this scenario: Greens protective mother cows with newborn calves are aggressive and the potential of people accessing the Greens property and getting hurt by a bull or cow is exponentially dangerous.

Point 3: There are currently dozens of hiking and biking trails in Mansfield including Joshua's trust, Fenton River, Spring Hill, Mansfield Hollow Park, and the Nipmuck Blue Dot trail, just to name a few. As a taxpayer I strongly protest \$100,000 of taxpayer money go to the re-opening of an unused road that abuts a working farm! This road should be turned over to the working Greens farm. I ride horses, have walked my dog, hike and bike trails that are currently in Mansfield, and I have done this for over 36 years that I have lived here. I strongly suggest that if the town has 100,000 dollars to spend, that the money should be put into preserving these existing trails that are frequently unmaintained. On many occasions through the years, I have been unable to access and enjoy these trails due to trees down, and other poor conditions. I protest strongly to the making of another trail in the town of Mansfield, and I strongly do not recommend allocating money to re-open a road that has already been identified as unsafe and unusable. Ravine Road should be turned over to the Greens so that their working farm can have access to their property and their animals.

Sincerely,

Lisa Adams, R.N.

*Lisa Adams R.N.*

Dear Council Members

My name is Ben Lacy, business owner and taxpayer in Mansfield, CT. I am writing to the Council to express my concern over issues that involve Ravine Road and its future. My understanding is that this road runs through Spring Brook Farm, owned by the Green family, who use it extensively to maintain their land and their livestock, and that it has been closed since March of 2015. Recommendations from the Traffic Authority include either closing the road permanently and returning it to the only abutter at an insignificant cost, or spending over 100,000 of tax payers' money in an attempt to make it a safer road to re-open. It only makes sense to close this unsafe road to the farmers so that they can continue to operate their farm, and restrict all public use of the road. I've traveled on Ravine Road prior to its closure and can attest to the fact that this road is unsafe. Spending tax dollars on installing guard rails is only the beginning of what will be needed to make this road safe for public use. The Public Works department did the right thing by closing it last March, and the road should stay closed except for the private use of the farming activity. My opinion is the Council should discontinue the road on the dirt section and return it to the abutters instead of spending tax payers' hard earned money on a unnessesary cause.

Respectfully submitted,

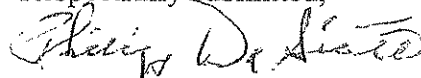
Ben Lacy

1/19/16  


Dear Council Members

My name is Phil DeSiato, owner of DeSiato Sand and Gravel. I am writing to the Council regarding my concern over Ravine Road and the possibility that tax payers' dollars would be used inappropriately for upgrading or improving this dirt road for future use. When the traffic authority closed this road in March of 2015 for safety concerns, they did so for very good reason. The dirt section of road is very narrow and there is a very steep edge on the southern side which poses danger to the public. The road runs through Spring Brook Farm, and I believe that only the owners of the farm truly need to use this road to access and maintain their land. I understand that possible options for the future of the road include obtaining 100,000 dollars of taxpayers' money to improve the road for possible re-open, and I strongly oppose that recommendation; the cost of the upgrade will not prohibit the over use of this old dirt road, which is it's detriment. Ravine Road was not intended to accommodate thousands of commuters; rather it is an access road for the abutting farmers. In addition, I oppose any recreational type of activity on that road that requires town maintenance or funding. I strongly recommend to the Council the discontinuance of Ravine Road and the return of the road to the only abutters, Spring Brook Farm.

Respectfully submitted,

  
Phil DeSiato



Dear Council Members

My name is Larry Tangari and I am a business owner and taxpayer in Mansfield, CT. I am writing to the Council to express my concern over the possible inappropriate use of taxpayers' money regarding the unpaved portion of Ravine Road. The road has been closed to vehicular traffic since March of 2015 with the exception of the use of it by Spring Brook Farm, owned by the Green family. Ravine Road runs through their farm and provides access to hundreds of acres of their land; they need this road to run their agricultural business. There are no residences on the portion of Ravine Road that is closed, and the only abutter is Spring Brook Farm. My understanding is that the Green's are comfortable maintaining this road as a privately owned road if the town decides to discontinue the portion that abuts their land. Unfortunately, a possible option for the future of this road includes attempting to re-open the road which would require spending over 100,000 thousand dollars of Mansfield tax payers' for repairs and I strongly oppose that recommendation. I strongly suggest that Ravine Road be discontinued and returned to the abutters so that they can continue to use this road as needed for their agricultural business which provides food for the local community.

Respectfully,

Larry Tangari

## Sara-Ann Bourque

---

**From:** Jessie Richard  
**Sent:** Wednesday, January 20, 2016 12:53 PM  
**To:** Sara-Ann Bourque  
**Cc:** John C. Carrington  
**Subject:** FW: Please forward to all counsel members: Reg: Ravine Road

Sara-Ann,

I received this email that is intended for the Town Council. Can you please forward to them. Thanks.

**From:** lena melendez [mailto:ginagardens@gmail.com]  
**Sent:** Wednesday, January 20, 2016 12:39 PM  
**To:** Jessie Richard <RichardJL@mansfieldct.org>  
**Subject:** Please forward to all counsel members: Reg: Ravine Road

Attn; Council Members,

We are Rich and Lena LeBlond. We reside in Storrs-Mansfield on StoneMill Rd and we have a small hobby farm named Mountain River Rock Farm.

We are respectfully writing Counsel in regards to the current matter of Ravine Road.

It has come to our attention that the town is considering opening Ravine Road to the public and for a number of reasons we feel compelled as Mansfield residents and taxpayers to strongly oppose such an idea.

First: We live on a "back" dirt road that is open to the public that is currently extremely poorly maintained and often neglected during snow storms and slippery conditions and other weather related issues that require road maintenance. It's concerning to us that the town is considering opening another dirt road for public use when we do not maintain the ones we already have. On more then one occasion we have had to call public works to beg for someone to come plow or sand our road because we can't get the kids to school.

Another concern that we can attest to is Ravine Road would no doubt become a popular "cut thru" to U-connn campus as is StoneMill Rd.. we have a tremendous amount of traffic using StoneMill Rd as a short-cut to U-connn Campus which results in over-usage of the capacity that a dirt road has, such as huge pot holes, the "washboard affect", drainage issues and so on. This is a huge problem that the Public Works seems already to overwhelmed to keep up with.

So opening Ravine Road means less time and funds given to the existing dirt roads that already aren't given the attention so badly needed. We've seen several accidents on StoneMill Rd due to slippery conditions or people just driving to fast for dirt road conditions.. we have with our tractor pulled a number of people out of the ditch and I suspect this will also be the case with Ravine Road should it be opened to the public.

Second: Opening Ravine Road to the public with the Green Family Farm running along each side of the road and occupied by their live stock poses a great risk of injury to their livestock.

Our farm butts up against StoneMill Rd on one side and "the blue trail" on the other side and is a popular place for people to walk their dogs and ride their bikes with their dogs running loose next to them.

Just 4 days ago we had a loose dog come onto our property.. the dog chased our 2 baby calf's thru the wire fence into the woods and also went after my chickens.. we finally managed to catch the dog with one my chickens near death in his mouth.

You can't replace the utters on a calf after a dog decides to use them as a tug toy.. this is detrimental to a farm owner with animals.

This issue happens because the public more often then not seem to think if you have a farm with animals.. anyone can just hop the fence to "pet" the animals.. take "selfies" with the animals.. and so on.

Third: There are parts of Ravine Road that has up to a 40 foot drop off,, how is the drainage going to work? Doesn't the town need a drainage easement from the property owner in order to install proper drainage? Without proper drainage, won't all the process, sand, salt and calcium just wash off the road and onto Green's property and pasture and expose the livestock to these chemicals?

Where are the funds going to come from to pay for the cost to restore the road, the cost to install guard rails (for the public's safety), the cost to install proper drainage (if an easement from the property owner is even given) and the cost of maintaining the road?

So with that being said, as tax payers and residents of the Town of Mansfield, we respectfully ask that you do not open Ravine Road to the public.

If the town of Mansfield has taken the position to support agriculture and farming, that also in our opinion includes the commitment of keeping our farms safe and given the support to safely and sufficiently operate our farms,, in this case keeping Ravine Road closed to the public and let the farmers use it for what it was always intended for... Farming!

Thank you for considering our request in this matter.

Respectfully,

Rich and Lena LeBlond

Council Members

January 20, 2016

My name is Bruce McCann and I am a Mansfield taxpayer and concerned citizen. For the last ten years, I have worked on Spring Brook Farm helping with all aspects of the agricultural business. Ravine Road is extremely important to this farm that has been in the Green's family for many generations. The road provides access to hundreds of acres of pasture, hayfields and wood lots. During the haying season, Spring Brook Farm uses Ravine Road to haul the oversized agricultural equipment from field to field, as well as to transport the hay back to the barns for storage. Last summer, the temporary closure of Ravine Road forced us to use Route 32 and North Eagleville Road as an alternative route to some of the hayfields which was extremely dangerous for me, the farm and for the vehicles that we encountered along those roads. For safety measures in that situation, we placed a lead car as well as a car to follow the tractors to ensure everyone's safety and to protect the farm from any liability. It was ridiculous that we had to circle around the entire farm with this huge equipment and it demonstrated how important Ravine Road is to the farming activity on Spring Brook Farm. Understandably, the equipment and trucks that are involved in the daily activities of this farm which is spread over hundreds of acres are oversized. Ravine Road provides the farm with the appropriate access to this land and with the discontinuance of the road, it will provide the safety that is needed for the farm as well as the public. As a taxpayer, I strongly oppose the re-opening of Ravine Road and strongly encourage the council to consider the discontinuance of this road and the return of it to the only abutter, which is Spring Brook Farm.

Respectfully submitted

Bruce A. McCann

Charles R. Naumec  
52 Riverview Road, Mansfield Center, CT 06250  
Tel.:860-450-1355 E-mail: [charles\\_r\\_naumec@sbcglobal.net](mailto:charles_r_naumec@sbcglobal.net)

January 7, 2016

The Honorable Denise W. Merrill  
Office of the Secretary of the State  
State of Connecticut  
30 Trinity Street  
Hartford, CT 06106

Reference: A. Letter, Charles R. Naumec to The Honorable Denise W. Merrill, dated 10/6/2015  
B. Letter, Denise Merrill to Charles Naumec, dated 9/24/2015  
C. Letter, Charles R. Naumec to The Honorable Denise W. Merrill, dated 9/9/2015  
D. Letter, Charles R. Naumec to The Honorable Denise W. Merrill, Dated 5/9/2015

Dear Secretary of the State,

It has been three months since I sent the Referenced A. Letter to your office and to date, I have not received a response nor acknowledgement.

My letter provided additional information relative to my concerns for the fair treatment of the Town of Mansfield taxpayers. Inequities relative to Town Meeting voting eligibility exist where some individuals are required to show tax payment on \$1,000.00 of assets and others (UConn student living in University housing) not paying any taxes are allowed to vote on Town financial issues. In general, it is not fair for those not paying any taxes to determine the Town property tax rate by voting on Referendums relative to the allocation of Town funds, floating of bonds, and on the Town budget at the open Town Meeting.

I agree that "the right to vote is a fundamental right of all Americans regardless of whether their residence is permanent or temporary". This right is defined by the Constitution of the United States supported by the 15<sup>th</sup> and 24<sup>th</sup> Amendment to the Constitution. The 15<sup>th</sup> Amendment removed any doubt of race, color or previous condition of servitude. The 24<sup>th</sup> Amendment removed any requirement to pay any poll tax or other tax. The 24<sup>th</sup> Amendment is also specific in indicating elections for President, Vice President, and Senator or Representative in Congress. The 24<sup>th</sup> Amendment addresses the election of candidates but not local Referendums. This I believe is a responsibility of the State to define the requirements relative to voting on Referendums. This is the rationale behind my proposal to allow the non-taxpaying students living on University housing to vote on candidates and not items involving the allocation of Town funds. I believe this can easily be accomplished by electronically comparing the Town voter eligibility and the property tax lists addresses and handing out two different ballots.

It has been brought to my attention by the Town of Mansfield Town Manager's Office that my Referenced C Letter had been sent to the Legislation and Elections Administration Division attorney by the Director of Constituent Services from your office. I would like to request that my subsequent letters and this letter be subject to a review by this same attorney.

Thank you,



Charles R. Naumec

PS:

A copy of this letter is being sent to the indicated individuals for their information:

Mansfield Town Council  
Audrey Beck Building  
4 South Eagleville Road  
Mansfield, CT 06268

State Senator Mae Flexer  
Legislative Office Building  
Room 1800  
Hartford, CT 06106-1591

State Representative Gregg Haddad  
Legislative Office Building  
Room 4115  
Hartford, CT 06106-1591

State Representative Linda A. Orange  
Legislative Office Building  
Room 4109  
Hartford, CT 06106-1591

January 11, 2015  
143 Hanks Hill Road  
Storrs, CT 06268

To: Mr. Paul Shapiro  
Chair, and members of Mansfield Town Council

In the interest of disclosure, I currently serve on the Mansfield Ethics Board.

My husband, Norman, and I are regular users of the Mansfield Community Center. I have been concerned for some time about the inadequacy of the current arrangements for handicapped parking at the Center.

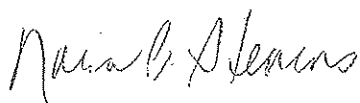
The three current handicapped parking spaces in the main parking lot facing the Community Center are inadequate in several respects. In the winter the walkway from those spaces is frequently blocked by snow or ice making getting to the Center especially hazardous. On a regular basis, leaving those spaces requires backing into two lanes of traffic.

The two spaces in the parking area at the top of the hill to the left of the Community Center are especially challenging. They necessitate a longer walk especially since the side door to the Center is locked for security reasons. Mr. Curt Vicente is quoted in an article in today's Willimantic *Chronicle* as saying, "The slope doesn't look severe, but it is gradual." Those who need to use those spaces are likely to require a mobility device and attempting to traverse that distance, both entering and leaving the Center, requires a good deal of effort as well as caution.

While the current five handicapped parking spaces may meet the legal requirements, there are already a number of members who need those spaces on a regular basis, and a substantial number of other regular users are elderly who may eventually need them.

Adding, as has been proposed, one additional space at the top of the hill, and regrading the pathway is not an acceptable solution. There is a need to seriously reconsider the location and number of handicapped spaces at the Community in terms of the real need and not just what might meet the legal requirements.

Nora B. Stevens



PAGE  
BREAK